THE Bombay Gazette, AND INDIAN DAILY NEWS.

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[From 16th June 1862, and until further notice.]

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SHOWING THE TIME ABOUT WHICH THE TRAINS MAY BE EXPECTED TO ARRIVE AT, AND DEPART FROM, THE SEVERAL STATIONS

NOTICE.—Bombay time is kept at all Stations on the Railway. The Doors of the Booking Offices will be closed five minutes earlier than the times mentioned in the following Tables, after which no person can be admitted. To insure personal Luggage being booked to be forwarded by Passenger Trains, it must be delivered at the Stations at least fifteen minutes earlier than the times mentioned.

DOWN TRAINS.

Distances. Miles.	STATIONS.	Daily.	Daily.	Daily.	Week Days.	Week Days.	Week Days.	Sundays Extra.	Sundays Extra.
		A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.
	Bombay ..... Dep.	8 0	8 30	3 0	7 45	5 25	5 35	8 45	2 30
2½	Byculla ..... ,,	8 22	8 52	3 17	8 0	5 37	5 53	9 0	2 45
5½	Dadur ..... ,,	8 35	...	...	8 13	5 44	...	9 13	2 56
8	Mahim ..... Arr.	...	...	...	8 22	5 55	...	9 22	3 7
9½	Coorla ..... dep.	8 48	...	...	...	...	6 11	...	...
16½	Bhandoop ..... ,,	9 13	9 40	...	...	...	6 43	...	...
20½	Tannah ..... ,,	9 30	9 57	4 9	...	...	7 0	...	...
33½	Callian ..... Arr.	10 10	10 37	4 43	...	...	...	...	...
	Callian ..... Dep.	10 15	...	4 50	...	...	...	...	...
40	Titwalla ..... ,,	10 40	...	5 15	...	...	...	...	...
49½	Wasind ..... ,,	11 15	...	6 0	...	...	...	...	...
53½	Shapoor ..... ,,	11 35	...	6 20	...	...	...	...	...
66½	Khurdee ..... ,,	12 20	...	7 25	...	...	...	...	...
	Goolburn Viaduct ,,	1 50	...	8 45	...	...	...	...	...
75	Kussarah ... Arr.	2 20	...	9 0	...	...	...	...	...

THULL GHAUT 11¼ MILES.

		P. M.		A. M.					
	Egutpoora ... Dep.	6 0	...	5 30	...	...	...	...	...
9½	Nandore ..... ,,	6 50	...	6 30	...	...	...	...	...
10½	Deolalee for Nassick ,,	7 50	...	7 40	...	...	...	...	...
126	Nipbar ..... ,,	...	...	9 0	...	...	...	...	...
136½	Lassulgaum ..... ,,	...	...	9 45	...	...	...	...	...
152	Munmar ..... ,,	...	...	10 55	...	...	...	...	...
167½	Nandgaum ..... ,,	...	...	12 5	...	...	...	...	...
193½	Chalisgaum... Arr.	...	...	1 45	...	...	...	...	...
			A. M.	P. M.					
	Callian ..... Dep.	...	10 42	4 48	...	...	...	...	...
41½	Budlapoor ..... ,,	...	11 10	5 15	...	...	...	...	...
53½	Narel ..... ,,	...	11 55	6 0	...	...	...	...	...
67½	Tillowlee ..... ,,	...	12 25	...	...	...	...	...	...
71	Campoolee ... Arr.	...	12 40	6 45	...	...	...	...	...

BHORE GHAUT 6 MILES.

	STATIONS.	Daily.	Daily.	Daily.	Daily.	Week Days.	Week Days.	Sundays Extra.	Sundays Extra.
			P. M.	P. M.	A. M.				
	Khandalla ... Dep.	...	4 0	10 15	7 0	...	...	...	...
7¾	Lanowlee ..... ,,	...	4 20	10 35	7 20	...	...	...	...
83	Karkulla ..... ,,	...	4 50	...	7 53	...	...	...	...
91½	Tulligaum ..... ,,	...	5 25	...	8 25	...	...	...	...
109	Kirkee ..... ,,	...	6 15	12 25	9 25	...	...	...	...
112¾	Poona ..... Arr.	...	6 30	12 35	9 40	...	...	...	...
					A. M.				
	Poona ..... Dep.	...	...	...	10 0	...	...	...	...
13½	Ooroolee ..... ,,	...	...	...	11 6	...	...	...	...
14½	Kheirgaum ..... ,,	...	...	...	12 0	...	...	...	...
15½	Patus ..... ,,	...	...	...	12 22	...	...	...	...
177	Decksal ..... ,,	...	...	...	1 50	...	...	...	...
18½	Poonulwaree ..... ,,	...	...	...	2 25	...	...	...	...
20½	Jehwoor ..... ,,	...	...	...	2 25	...	...	...	...
21½	Keim ..... ,,	...	...	...	3 57	...	...	...	...
27½	Barsee Road ..... ,,	...	...	...	4 40	...	...	...	...
23½	Marheh ..... ,,	...	...	...	5 5	25	...	...	...
25½	Mohol ..... ,,	...	...	...	6 23	...	...	...	...
27½	Sholapore ... Arr.	...	...	...	7 25	...	...	...	...

UP TRAINS.

Distance. Miles.	STATIONS.	Daily.	Daily.	Daily.	Daily.	Daily.	Week Days.	Sundays Extra.	Sundays Extra.
		P. M.	A. M.	P. M.					
	Sholapore ... Dep.	3 30	...	1 20	...	...	...	...	...
20½	Mohol ..... ,,	4 35	...	...	...	...	...	...	...
30	Marheh ..... ,,	5 30	...	...	...	...	...	...	...
48½	Barsee Road ..... ,,	6 5	...	...	...	...	...	...	...
60	Keim ..... ,,	6 40	...	...	...	...	...	...	...
70	Jehwoor ..... ,,	7 15	...	...	...	...	...	...	...
87½	Poonulwaree ..... ,,	8 10	...	...	...	...	...	...	...
99½	Decksal ..... ,,	8 55	...	...	...	...	...	...	...
123½	Patus ..... ,,	10 10	...	...	...	...	...	...	...
130	Kheirgaum ..... ,,	10 35	...	...	...	...	...	...	...
145	Ooroolee ..... ,,	11 25	...	...	...	...	...	...	...
163½	Poona ..... Arr.	12 15	...	...	...	...	...	...	...
		P. M.							
	Poona ..... Dep.	12 35	9 0	3 30	...	...	...	...	...
167½	Kirkee ..... ,,	12 50	9 20	3 55	...	...	...	...	...
184½	Tulligaum ..... ,,	...	10 20	5 30	...	...	...	...	...
194½	Karkulla ..... ,,	...	10 55	6 5	...	...	...	...	...
202½	Lanowlee ..... ,,	2 45	11 20	6 55	...	...	...	...	...
205½	Khandalla ... Arr.	3 0	11 35	7 10	...	...	...	...	...

BHORE GHAUT 6 MILES.

	STATIONS.	Daily.	Daily.	Daily.	Week Days.	Week Days.	Week Days.	Sunday Extra.	Sundays Extra.
		A. M.	P. M.						
	Campoolee ... Dep.	6 0	2 30	...	...	...	...	...	...
209½	Tillowlee ..... ,,	...	2 45	...	...	...	...	...	...
222½	Narel ..... ,,	6 55	3 30	...	...	...	...	...	...
234½	Budlapoor ..... ,,	...	4 13	...	...	...	...	...	...
243	Callian ..... Arr.	7 55	4 45	...	...	...	...	...	...
		P. M.						A. M.	
	Chalisgaum .. Dep.	2 45	...	...	...	...	...	...	...
20	Nandgaum ..... ,,	4 35	...	...	...	...	...	...	...
41½	Munmar ..... ,,	5 40	...	...	...	...	...	...	...
56½	Lassulgaum ..... ,,	6 45	...	...	...	...	...	...	...
67½	Nipbar ..... ,,	7 30	...	...	...	...	...	...	...
87	Deolalee for Nassick ,,	9 0	...	8 0	...	...	...	...	...
103	Nandore ..... ,,	9 55	...	8 55	...	...	...	...	...
118½	Egutpoora ... Arr.	10 55	...	10 0	...	...	...	...	...

THULL GHAUT 11¼ MILES.

		A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.
	Kussarah ... Dep.	5 0	...	1 20	...	...	...	...	...
	Goolburn Viaduct ,,	6 0	...	2 50	...	...	...	...	...
126½	Khurdee ..... ,,	6 10	...	3 10	...	...	...	...	...
140½	Sluapoor ..... ,,	6 55	...	3 55	...	...	...	...	...
144	Wasaind ..... ,,	7 10	...	4 15	...	...	...	...	...
153½	Titwalla ..... ,,	7 40	...	4 50	...	...	...	...	...
160½	Callian ..... Arr.	8 0	...	5 7	...	...	...	...	...
	Callian ..... Dep.	8 5	4 50	5 12	...	...	...	...	...
255½	Tannah ..... ,,	8 45	5 30	5 55	...	8 0	...	...	...
259½	Bhandoop ..... ,,	9 0	...	6 10	...	...	...	...	...
267	Coorla ..... ,,	9 23	6 0	6 33	...	8 43	...	...	...
	Mahim ..... ,,	...	...	...	9 20	...	7 0	10 0	8 0
270½	Dadur ..... ,,	...	...	6 41	9 28	...	7 0	10 10	8 9
273	Byculla ..... ,,	9 45	6 18	6 52	9 38	9 15	7 21	10 23	8 21
276½	Bombay ..... Arr.	10 0	6 30	7 4	9 50	9 30	7 33	10 35	8 33

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Bombay, 15th May 1862.

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"AVIS AUX AMATEURS."

MR. ALBERT VINAY can offer to his Constituents a very Select Assortment of FRENCH and ENGLISH WINES and SPIRITS, and also of good BEER and PORTER.

Apply, 5, Forbes Street, Fort.

JUST RECEIVED.

BASS'S BEER in Quarts and Pints, in good order.
McCOMBIE & WRIGHT,
Church Gate Street.

BEAUJOLAIS WINE.

A LIGHT SOUND BURGUNDY, price reduced to Rs. 15 per dozen. Apply to MR. CURSETJEE NOWROJEE, at Messrs. EWART, LATHAM & Co.

FOR SALE.

GIESLER'S CHAMPAGNE. Large supplies from Messrs. F. GIESLER & Co. of London, expected immediately; orders for which will be registered by

W. NICOL & Co.

ON SALE at the Godowns of the undersigned. The following received from Messrs. J. COCKBURN & CAMPBELL.

PORT in Case containing	3	Dozen	(Quarts.
Do. in Case containing	2	,,	(Pints.)
OLD TOM in Case containing	1	,,	
WHISKEY in Case containing	1	,,	

W. NICOL & Co

ON SALE at the Godowns of the undersigned:—

Black and Grey's Claret in Case containing 1 doz. each.
Giesler's Moselle in Case containing ..... 1 ,, ,,
Do. Brandy in Case containing ..... 1 ,, ,,
Do. Eau de Cologne in Box containing ½ ,, ,,

W. NICOL & Co.

FOR SALE.

BASS & Co.'s BEER BOTTLED by J. J. Stone and Co. in Quarts. Apply to

LYON BROTHERS & Co.

FOR SALE.—

Nathl. Johnston & Son's Claret No. 2 at Rs.			26	p dz.
Ditto	Pints	,,	14	,,
Ditto	,, No. 3	,,	20	,,
Ditto	Pints	,,	11	,,
Ditto	,, No. 4	,,	16	,,

LEGGATT & Co.

JUST RECEIVED.

A FRESH CONSIGNMENT of the following celebrated Brandies in one dozen Cases:—

Ducemier's.
Brandenbury Freres.
Hernozants.

McCOMBIE & WRIGHT.

Church Gate.

FOR SALE.

BUCK, FENWICK & Co.'s SHERRY and PORT. B. BARTON & GUESTIER LANVILLE and BEYCHEVELLE CLARET, and RUINART PERE, and FILS CHAMPAGNE, just arrived.

MILNER & SON'S PATENT FIRE RESISTING SAFES.

Apply to CURSETJEE NOWROJEE, at the Godowns of Messrs. Ewart, Latham & Co.

Bombay, 6th May 1861.

NOTICE.

FRESH Supplies of Wines, Spirits, &c., landed in good order Ex *Gowdawery*, *Defiance* and *Vittaras*.

Superior Holland Gin.
Dunbar's Porter in Quarts and Pints.
Tennant's ditto ditto ditto.
Bass's and Allsopp's Beer in Quarts and Pints.
Graham's and Warden's Superior Sherry and Port Wine, in Quarts and Pints.
Page's Sherry Wine.
Booth's Old Tom.
Swaine and Boord's Old Tom.
Terms 5 per Cent discount, for Cash only. Apply to

S. D'ESPERANCE.

*** It is particularly requested that all communications *intended for me* should be addressed in MY NAME ALONE.

S. D'ESPERANCE, Agent.

24, Apollo Street.

WINES, SPIRITS, & BEER, PRICE LIST.

MESSRS. TREACHER & Co., confidently recommend a new Batch of Sherries and would beg to draw attention to their revised list of Wines, &c.

SHERRIES—			
Black Seal ..... Amontillado ..... per dozen		Rs.	28
Bronze do. / White do. } ..... Good Dinner Wines ...		,,	24
Brown do. / Yellow do. }		,,	22
MADEIRA, very old		,,	42
PORT—			
Black Seal—Matured Fruity	Quarts	,,	28
Do. Do.	Pints	,,	15
Red Seal	Quarts	,,	24
Do. Do.	Pints	,,	13
CLARET—			
Chanelle Margaux		,,	34
Leoville		,,	28
St. Julien		,,	22
Medoc		,,	16
CHAMPAGNE—			
Superior quality ..... A. DePaul	Quarts	,,	40
Do. ..... A. DePaul	Pints	,,	21
Do. ..... J. C. Morizet	Quarts	,,	36
Do. ..... do.	Pints	,,	19
HOCK—			
Sparkling and Still { Dembar & Jordan / Coblentz Rhine ... }	per dozen	Rs.	38
MOSSELE do. do.		,,	21
CRABBIE'S GINGER WINE		,,	18
TREACHER & Co.'s do.		,,	42
CURAÇOA		,,	40
MARASCHINO		,,	30
SHERRY BRANDY		,,	
SPIRITS—			
Brandies Rs. 18, 24, 30, 36		,,	50
do. ...Julies Robins (30 years old)		,,	20
Rum ..... Fine old Jamaica		,,	
Gin—Old Tom ... Booth, London		,,	
Do. ..... Hollands in cases		,,	
WHISKEY ..... Glenlivat, Crabbie ...		,,	21

BEERS AND STOUT.

Allopp's and Bass' Ale and Beer, English and Country bottled, just to hand in excellent condition.

GUINNESS' Dublin, BARCLAY and PERKINS' London, and TENNENTS' Stout and Porter, Pints and Quarts.

TREACHER & Co.

BOMBAY, POONA, KAMPTEE, KURRACHEE, AND KOTREE.

MESSRS. GLEDSTANES, CONINGHAM & CO.

BEG leave to inform their friends and the public in the Bombay Presidency, that they have made arrangements for the regular supply of their WINES and SPIRITS through their Agents, MESSRS. LEGGATT & Co., Bombay, at whose Godowns they will in future be always procurable.

Messrs. GLEDSTANES, CONINGHAM & Co. will continue to ship the same qualities of Wines and Spirits which have hitherto been in such extensive demand, and beg reference to the following list of those descriptions which have been found most suitable for consumption in India:—

LIST OF PRICES.

	Per Dozen.
Pale Sherry, White Seal, in 1 or 3 dozen cases	Rs. 20
Do. Do. Black ,,	25
Do. Do. Yellow ,,	29
Amontillado, Red ,,	32
Port Black ,

COMMERCIAL.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Monday, 1st September 1862.

EXCHANGE.

On what Place	Terms.	Rates.
London (Credits)	6 months' sight...	2s. 09/16d.
Do. Documents ...	Do. do. ...	2s.11/16d.
Do. Bank Rates ...	Do. do. ...	2s. 07/16d.
Calcutta	Sight	100½.
Madras	30 days' sight.....	100. @100.
China	60 do. do.	Rs. 223 to 224 per

SHARES.

Names.	Paid up.	Last Half-yearly Dividend.	Rates.
	Rs.		
Bombay Bank	1,000	4½ p. cent.	92 with divd.
Madras Bank	1,000	4½ do.	73 do.
Agra Bank	500	7 do.	90 do.
Oriental Bank Corporation	250	8 do.	105 per cent.
Commercial Bank	500	5 do.	5½ do.
Mercantile Bank	250	5 do.	46 do.
Central Bank of W. India	150	2½ do.	11 Dis.
Great Indian Peninsula Railway Company,Consolidated Shares	218.3.0	2½ do.	Rs. 8 Dis.
Do. New Shares	87.4.4	2½ do.	Rs. 10 do.
Bombay, Baroda, and Central India Railway	1,000	2½ do.	Nomi. [sh.
Hydraulic Press Company	4,000	350 p. sh.	Rs. 200 Dis. p.
Apollo Press Company ...	11,000	1,650 p. sh.	Rs. 22,999 p.sh.
Colaba Press Company ...	2,700	15 do.	Rs. 5,875 do.
Colaba Land Company ...	10,000	100 p. sh.	Rs. 14,500 do.
Elphinstone Land Company	6,000	200 p. sh.	Rs. 3,700 do.
Bombay Steam Navigation Company	500	32 do.	[only Rs. 125 per sh.
Spinning and Weaving Co.	5,000	1,000 do.	Par.
Oriental Weaving and Spinning Company	2,500	(p. ann. 450 p. sh.	Rs. 400 prem.
Victoria Spinning Co ...	5,000	.....	Nominal.
Royal Spinning and Weaving Company ...	1500	.....	Rs. 225 Dis.
Union Eastern Spinning and Weaving Company	1,100	.....	Rs. 300 do.
Manockjee Petit's Spinning and Weaving Co..	550	.....	Rs. 150 do.
Throstle Mill Company ...	4,000	.....	Nominal.
Bombay United Spinning Company	4,500	.....	do.

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan		Nominal.
" Loan 1835-36		
" Loan 1842-43		94½
" Loan 1854-55		
New Five Per Cent. Loan		104½ to 105
Five and a Half Per Cent. Loan		112½ to 112¾

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-4
Bank of England Notes	Nominal.
Spanish Dollars	" 240 Nominal
Cowries	" 220 do.
Mexican Dollars	" 222 do.
German Crowns	" 213 do.
Five Franc Pieces	" 205
Bar Silver	" 106½
Gold Leaf	" 16-6

FREIGHTS.

To Liverpool (Cotton) ready ...	£2 19s.	0d. to £3
" (Seeds) ...	£1 17s.	6d. to £2
To London (Cotton) ready ...	£2 5s.	0s.
" (Seeds) ...	No tonnage offering.	
To China	Nominal.	
To Clyde		
To Calcutta and back	Rs. 20 offered.	

PRICES CURRENT (AUGUST 29TH, 1862.)

COTTON at Colaba:

	Per candy.
New Broach, ready	Rs. 372 to 375
New Surat	" 372 to 375
New Dholleras, and Bhownuggur	" 385 to 390
New Oomrawutee	" 372 to 375
New Comptah	" 372 to 375
New Dharwar Sarpinned	" 490 to 495
New Barsee, and Nuggur	" 360 to 365
New Veravul	" 345 to 350
Khandeish	" 350 to 355
New Porateeee	" 350 to 355
New Accola	" 385 to 390
New Mangalore	" 350 to 355

OPIUM—Malwa, Rs. 1,580 to 1,585.

SEEDS—Linseed, Cuddeish...at Rs. 7-4 to 7-6 per cwt.
Rapeseed, Guzerat..... " 8-2 to 8-4 nominal.
Gingelly mixed (Black and White)..... " 38 to 38 nominal.
Niger (Nominal) ... " 27 to 28

BANKS.

CENTRAL BANK OF WESTERN INDIA.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000, and not exceeding Rs. 50,000, repayable on demand, at 2 per cent. per annum.

On Deposits for 3 months certain 3 per cent per annum.
Do. " 6 " " 5 " "
Do. " 12 " " 6 " "

EXCHANGE.

Bills on London, at 6 months' sight 2s. 0d. per Rupee.

Ditto	at 4	ditto	1s. 11d.	do.
Ditto	at 3	ditto	1s. 11¾d.	do.
Ditto	at 2	ditto	1s. 11¾d.	do.
Ditto	at 1	ditto	1s. 11¾d.	do.
Ditto	sight	ditto	1s. 11¾d.	do.

Drafts at 6 months' sight are not granted for less than £50, nor amounts under £20 are only drawn for payable on demand.

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid in India if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ½ per cent. Commission.

Hours of business ..... 10 A.M. to 4 P.M.
[Saturdays ..... 10 A.M. to 1 P.M.

EDWIN HEYCOCK,
Bombay, 22nd May 1862. Manager.

THE AGRA AND UNITED SERVICE BANK, LIMITED.

ESTABLISHED IN INDIA 1833.
Incorporated by Royal Charter.

HEAD OFFICE..... LONDON.
BRANCHES AT CALCUTTA, BOMBAY, MADRAS, AGRA, LAHORE, KURRACHEE, UMBEYLA, SHANGHAI, HONG-KONG and HOBART'S.

SUBSCRIBED (CAPITAL, £2,000,000 (TWO MILLIONS STERLING.)
PAID-UP CAPITAL, £1,000,000 (ONE MILLION STERLING.)
RESERVED FUND, £200,000 (TWENTY LAKS OF RUPEES.)

THE BOMBAY MANAGER of the AGRA AND U. S. BANK, LIMITED, is authorised to draw on the undermentioned Establishments:—
THE LONDON & WESTMINSTER BANK.
THE ROYAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK OF SCOTLAND (and Branches).
THE NATIONAL BANK (IRELAND) (and Branches.)

THE BOMBAY BRANCH, makes advances on the pledge and post of Government Paper, and Loans are granted to Officers in the services on approved Security, and to Regiments for Regimental purposes.

The Bank grants Circular Notes negotiable in Egypt and the Continent of Europe. The following are the current rates of Exchange:—

On London at 6 months' sight	2s.	0d.
" 4 months' sight	1s.	11¾d.
" 3 months' sight	1s.	11¾d.
" 2 months' sight	1s.	11¾d.
" 1 month's sight	1s.	11¾d.
" On demand		
On Scotland	1s.	11¾d.
On Ireland		
Circular Notes	1s.	11¾d.

The London General Manager will generally, if desired, be prepared to discount the Bank's Bills at the current rate of the day.

The Bank purchases Bills and grants Drafts payable at Calcutta, Agra, Madras, Lahore, Kurrachee, Umritsur, Hong-Kong, and Shanghai.

INTEREST ALLOWED.

1. On Floating, or Current Deposits, payable on demand of not less than Rs. 1,000 or more than Rs. 50,000 2 per cent. per annum.
2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.
3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.
4. On Fixed Deposits at 12 months' notice, 5 per cent. per annum.

Fixed Deposits may generally be availed of for the Bank's Bills on London without notice.

Notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No Interest allowed on Current Account Balances under Rs. 1,000 or over Rs. 50,000, unless by special agreement.

The Funds of all public bodies connected with the Service and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Banks should specify distinctly the Account or Accounts to which the same are to be credited. *Accuracy in this respect is particularly desirable.*

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies without charge, and realizes the Interest and Dividends, for which a charge will be made of ¼ per cent.

On returning Government Paper or other Securities out of safe custody, a charge will be made of ¼ per cent.

On the purchase or sale of Government Securities and Bank or other Stock, ¼ per cent.

To obviate disappointment to parties at a distance purchasing the Bank's Bills on England, which might reach them too late for despatch by first Mail, it is hereby notified that the Bank will, whenever so requested, transmit the first of Exchange direct, on being furnished with the correct address of the party at Home to whom the remittance is to be sent.

All Orders or Hoondies should be made payable to the Manager of the Agra & U. S. Bank, Limited, or order, and the letters enclosing them should state distinctly the name of the person to whom the Remittance is to be made *(if to a Lady her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

NOTICE.—The Bank will obtain registry of Promissory Notes of the several Loans of the Indian Government, and endorsement for payment of the Interest in London.

Drafts for interest on such Government Promissory Notes, in the Treasuries of Calcutta and Madras, will be received for encashment at current rates of Exchange, or for realization in India, at the Head Office of the Bank in London, where constituents can also deposit their securities for safe custody.

Parties are requested to address "*The Manager of the Agra and United Service Bank, Limited, Bombay,*" and to make all orders or Hoondies payable to him.

A Branch of the Bank has been lately established at Kurrachee, (Mr. R. H. W. Baker, Manager,) for the transaction of business in all its Branches.

JOHN CARDNO,
Bombay, 20th May 1862. Manager.

ORIENTAL BANK CORPORATION.

BOMBAY AGENCY.

EXCHANGE.

THE CORPORATION grant Drafts on London on Demand, and at from one day to six months' sight, and Drafts on Scotland and Ireland on demand; also Circular Notes negotiable in Egypt, Syria, the Continent of Europe, New York, the West Indies, Australia, New Zealand, and the Cape of Good Hope.

The Current rates of Exchange are:—

On London at 6 months' sight	2s.	0d.	per Rupee.
" 4 do.	1s.	11½d.	do.
" 3 do.	1s.	11½d.	do.
" 2 do.	1s.	11½d.	do.
" 1 do.	1s.	11½d.	do.
" on demand			
On Scotland do.	1s.	11¾d.	do.
On Ireland do.			
On Paris, at 3 days' sight	1s.	11½d.	do.

Circular Notes payable throughout Europe 1s. 11½d. do.

No Drafts at six months' sight are granted for sums under £50. Sums under £20 are only drawn for on Demand.

Drafts are also granted on Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

The Corporation purchase or collect Bills payable in Europe or in Calcutta, Madras, Ceylon, Hongkong, Singapore, Mauritius, Melbourne, and Sydney.

DEPOSITS.

The Corporation receive Deposits on the following terms:—
Repayable on demand, in sums of Rs. 100 and upwards ..... 2 per ct. per annum.
Do. in one sum, at 3 months' notice ..... 3 " "
Do. do. 6 do. ..... 4 " "
Do. do. 12 do. ..... 5 " "

No interest allowed on Deposits under Rs. 1,000, nor on deposits over Rs. 50,000, *unless by special arrangement.*

REMITTANCE.

The Corporation undertake to remit money to Europe by each Overland Mail, free of charge.

Parties are requested to make all Orders or Hoondies payable to "*The Oriental Bank Corporation or Order,*" and to state distinctly the name and address of the person to whom the Remittance is to be made, *(if to a Lady, her Christian name or names in full,)* and the sight at which the Bills are to be drawn.

COMMISSION.

The rate of Commission charged by this Agency on the purchase or sale of Government Securities negotiable in Bombay, is ¼ per cent. on the amount invested or realized, and on the collection of Bills, one per cent. and Postage.

The Corporation take charge of Government Paper, Shares in the Bank of Bombay, and other local Stocks, free of all charges, and will draw Interests and Dividends on the same as they fall due, on the following terms:—
If to be remitted through the Corporation .....Without charge.
If to be paid in India, a Commission will be charged of ..... ¼ per cent.
On returning Government Paper out of safe custody ..... ¼ per cent.

Hours of business ..... 10 to 4 o'clock.
Saturday ..... 10 to 1 do.

KURRACHEE SUB-AGENCY.

Messrs. Finlay and Co. will grant Drafts on the Corporation and negotiate Bills payable in London and Bombay.

Bombay, 1st May 1862.

COMMERCIAL BANK OF INDIA.

HEAD OFFICE, BOMBAY.

INTEREST ALLOWED.

ON Current Deposit Accounts above Rs. 1,000 and not exceeding 50,000, repayable on demand. 2 per ct. per ann.
Fixed Deposits for 6 months ..... 4 do. do.
Ditto Do. 12 do. ..... 5 do. do.
Cheques paid, or Cash received, under Rs. 20.

CASH CREDITS.

On Government Securities ..... 5 per cent.
On other Securities ..... 6 do.

EXCHANGE.

Bills on London, at 6 months' sight.....2s. 0d. per Rupee
Ditto 3 ditto .....1s. 11¾d. do.
Ditto 2 ditto .....1s. 11¾d. do.
Ditto 1 ditto .....1s. 11¾d. do.
Ditto on demand .....1s. 11¾d. do.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills, also without charge.

On Interest, or Dividends, or on proceeds of Securities by sale ¼ per cent. commission charged, if the amounts be paid in India; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody, ¼ per cent commission.

Hours of business ..... 10 to 4 o'clock.
Saturdays ..... 10 to 1 do.

ROBERT ANGUS
Bombay, 30th May 1861. Manager.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, and on Scotland and Ireland, also Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 months' sight	2s.	0d.	per Rupee.	
" 4 do.	1s.	11¾d.	"	
" 3 do.	1s.	11¾d.	"	
" 2 do.	1s.	11¾d.	"	
" 1 do.	1s.	11¾d.	"	
" On demand	1s.	11¾d.	"	
On Scotland do.				
On Ireland do.				
Circular Notes for the use of Travellers on the Continent and to Europe, Overland, at 1 day's sight	1s.	11¾d.	"	

Drafts at 6 months' sight are not granted for less than £50 and amounts under £20 are only drawn for payable on demand.

The Bank also purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Canton, Shanghai, Singapore, Penang, and Mauritius.

Bills collected at any of the above places at an uniform charge including postages, of one per cent.

INTEREST ALLOWED.

On Current Accounts ..... 2 per cent.
On Deposits payable on demand, subject to a commission of ½ per cent. on amounts withdrawn 4 "
Deposits for 3 months ..... 4 "
Do. do. 6 do. ..... 5 "
Do. do. 12 do. ..... 6 "

No interest allowed on Current Account Balances under Rs. 1,000 on Deposits over Rs. 50,000, unless by special agreement.

No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interest and Dividends thereon on the following terms:—
If to be remitted in the Bank's Drafts, without charge.
If to be paid in India, a Commission will be charged of ¼ per cent.

On returning Government Paper, or Share Certificates out of safe custody, or when sold, on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.

Commission charged on purchase and sale of Government Securities and Shares ¼ per cent.

R. D. PEEBLES,
Bombay, 1st May 1862. Acting Agent.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER.

Head Office—No. 29, Threadneedle St., London.
Paid up Capital—£644,000.
London Bankers. { The Bank of England. The City Bank.
Branches and Agencies at Bombay, Calcutta, Singapore, Hongkong, and Shanghai.

BOMBAY AGENCY.

EXCHANGE.

THE Bank's Agency in Bombay grants Bills of Exchange on THE CITY BANK, London, at the following rates, viz.:—

6 months' sight (not under £50) at	2s.	0d.	per Rupee.
4 Do. ..... at	1s.	11¾d.	"
3 Do. ..... at	1s.	11¾d.	"
2 Do. ..... at	1s.	11¾d.	"
1 Do. ..... at	1s.	11¾d.	"
On demand (Head Office) ..... at	1s.	11¾d.	"

DEPOSITS.

Interest is allowed on CURRENT ACCOUNTS at 2 per cent. per annum, on the daily balance, and on Fixed Deposits, as follows:—

Repayable in one sum, at 3 months' notice,	4	per cent.
Do.	6 do.	5 "
Do.	12 do.	6 "

No Interest allowed on Current Account Balances under Rs. 1,000 nor on Deposits above Rs. 50,000, unless by special arrangement.

REMITTANCE.

The Bank's Agency undertakes to realise Drafts or Hoondies on the Presidency without charge, for remittance to Europe in the Bank's Bills on the City Bank, London.

All Drafts, or Hoondies, forwarded for realisation, to be made payable to the Chartered Bank of India, Australia, and China, or order.

COMMISSION.

On the sale or purchase of Government Paper, Bank Stock and other Securities ¼ per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, ¼ per cent. if the amounts be paid in India, if remitted home by the Bank, no charge.

On delivering up of Securities, deposited for safe custody, ¼ per cent.

Office hours 10 A.M. to 4 P.M.; Saturdays 10 A.M. to 1 P.M.

ANTHONY MORRISON,
May 2nd, 1862. Agent.

SHIPPING.

BOMBAY.

Arrivals.

DATE	SHIPS.	COMMANDERS.	FROM
Aug. 29	Kosuth	Bennett	Judda 3 Aug.
30	Azuline	Manson	Aden 20 Aug.
31	Elphinstone (s) ...	Taunton	Surat 3 Aug.

Departures.

DATE.	SHIPS.	COMMANDERS.	TO
Aug. 31	Victoria	Saunderson ...	Moulmain.
	Carnac (s)	Wulien	Surat.
	Bombay Merchant ...	Jones	Penang & Singapore.

PASSENGERS ARRIVED.

Per barque *Kosuth*, from Judda.—293 returned Pilgrims.
Per ship *Azuline*, from Aden.—79 natives.
Per steamer *M. S. Elphinstone*, from Surat.—57 natives.

PASSENGERS SAILED.

Per steamer *Carnac*, to Surat.—25 natives.

Commenced Loading.

The following vessels began to load on Saturday last:—
The ship *City of Pallace*, for Calcutta.
The ship *Norwood*, for Liverpool.

DAILY EXPORTS.

BOMBAY, SATURDAY, 30TH AUGUST 1862.

For Liverpool.

Lord Raglan.—116 bales Cotton, 402¼ cwt., Trocumdass Vasunjee.

Mary Stenhouse.—100 bales Cotton, 350 cwt., Khima Curson; 110 bales Cotton, 385 cwt., Cowasjee Eduljee; 100 bales Cotton, 350 cwt., Vurdhmon Panchund.

Queen of the West.—60 bales Cotton, 210 cwt., Canterbhoy Nurey.

Norah Greame.—5 bales Cotton, 17½ cwt., Gella Girdhur; 65 bales Wool, 195 cwt., Vusunjee Dawchund.

Norwood.—250 bags Sursee seed, 375 cwt., Samjee Hemraz and Co.; 500 bales Cotton, 1,750 cwt., Purbutt Jeatsy; 500 bales Cotton, 1,750 cwt., Luckmedass Vulubjee.

Negotiator.—30 bales Cotton, 105 cwt., Kessowjee Bhanjee.

For Hongkong.

Steamer *Nan-zing.*—33 chests M. Opium, 140 lbs. each, David Sassoon & Co.; 33½ chests M. Opium, 140 lbs. each, Gunessdass Crustnajee; 20 chests M. Opium, 140 lbs. each, Sudaram Hurmookroy; 11 chests M. Opium, 140 lbs. each, P. and D. Framjee Cama and Co.

For Calcutta.

City of Pallace.—1 box Silk and Cotton Piece Goods, 75 pieces, Patent Boots, 9 pairs, Ebram Nussim.

STATIONS OF H. M.'s INDIAN NAVY.

1450	Ajdaha, 20 (flag-ship), Frushard ...	Bombay.	
*204	Assyria, (paddle), ...		
*246	Auckland, (paddle), ...	Bombay.	
	Augusta, 8 (schooner)	Bombay.	
664	Berenice, 2 (paddle), Chitty ...	Bombay.	
*420	Clive, 14 (sloop), ...	Advertised for sale.	
300	Clyde, 3 (screw gun-boat), Sedley..	Bombay.	
204	Comet, 2 (p. gun-boat), Selb ...	River Euphrates.	
182	Constance, 3 (schooner), Trollope ...	Aden.	
1026	Coromandel, 4 (screw), Batt....	Bombay.	
205	Curnetjee, (flat)	River Indus.	
1022	Dalhousie, (screw), Pengelley... ...	Bombay.	
357	Elphinstone, 12 (sloop), De Belen...	Bombay.	
274	Ethersey, (flat)....	River Indus.	
225	Euphrates, (survey ship), Whish ...	Surveying Bombay Harbour.	
495	Falkland, 12 (corvette), Drought ...	Bombay.	
*1450	Feroze, 13 (paddle), Scouce.....	Bombay.	
215	Goolanar, (paddle yacht), Nacoda...	Bombay.	
90	Georgiana, 2 (tender)	Persian Gulf.	
369	Hugh Rose, (gun boat) Wood....	Kurrachee on route to Bombay.	
200	Lady Falkland, (paddle), ...	Gwyn.	
157	Maid, 3 (schooner)	Aden.	
167	Marie, (schooner)	Bombay.	
49	Norbudda, (schooner), ...	Kurrachee.	
204	Nimrod, 2 (paddle), ...	River Indus.	
385	Planet, 1 (paddle), Fletcher ...	River Indus.	
140	Pleiad, (screw), Searle..... ...	Bombay.	
1246	Prince Arthur, (screw), Brazier ...	Bengal Public Works' Department.	
335	Satellite, 1 (paddle), Harrison... ...	River Indus.	
260	Semiramis, 8 (paddle), Worsley ...	Bombay.	
610	Sir H. Lawrence, 2 (paddle), Jones.	River Indus.	
40	Susie, 1 (paddle), Rogers	Bombay Harbour.	
258	Tigris, 5 brigantine), ...	Bombay.	
*705	Victoria, 4 (paddle), ...	Advertise for sale.	
1003	Zenobia, 9 (paddle), Adams	Aden.	

* Out of Commission.

VESSELS IN BOMBAY HARBOUR.

[s.l. signifies "commenced loading."]

FOR LONDON.

955 Defiance, Galloway—Ritchie, Steuart & Co. (c.l. Aug. 12)

FOR COCHIN AND LONDON.

413 Euphrates, Cowen. (c. l. Aug. 22)

FOR LIVERPOOL.

668 Celuta, Hayes—Coupland & Co. (c. l. August 2)
1325 Eurcelydon, Wright—Martin, Young & Co. (c. 18 Aug.)
875 Egeria, Storey—John Clover Co. (c. l. Aug. 7.)
1328 Hahneman, Phillips—Rennie, Scovell & Co.
1218 Harrey Puddemsey—E. Bates & Co. (c. l. Aug. 8)
1904 Lord Raglan, Curren—Lawrence & Co. (c. l. July 12)
1242 Mary Stenhouse, Finlay—E. Bates & Co. (c. l. July 22)
1017 Negotiator, Hawkins—Rennie, Scovell & Co. (c. l. Aug. 15)
1091 Norah Greme, Bake—E. Bates & Co. (c. l. July 28)
1233 Norwood, Stapelton—John Clover & Co. (c. l. Aug. 30)
1569 Oriental, Hill—Cursetjee Jemsetjee & Co. (c. l. July 29)
1435 Queen of the West—Rennie, Scovell & Co. (c. l. July 13)
1090 Sir John Lawrence, Sinclair—B. & A. Hormusjee.
578 Thomas Mitchell—W. & A. Graham & Co. (c. . Aug. 7)
632 Veritas, Carry—E. Latham & Co.

FOR HAVRE.

553 Daylight, Smith—W. Nicol & Co. (c. l. July 30)

FOR MANILLA.

810 Shaftesbury, Bennison—J. Tanner & Co.

FOR ARYAB.

716 Nile, Young—W. and A. Graham & Co.

FOR HONGKONG.

696 Coleroon, Hale—Remington & Co.
851 Dora, Rose—J. P. Cornforth & Co. (c. l. July 16)
419 Nanzing, (s) Gibson—David Sassoon & Co. (c. l. Aug. 27)

FOR SINGAPORE.

387 Godavery, Perraud—S. Tyabjee & Co. (c. l. Aug. 26)

FOR CHINA.

965 Arratoon Apcar (s) H De Smidh—David Sassoon & Co.

FOR CALCUTTA.

293 Bartle Frere, Nacoda.—Hajee Esmail Sidick (c.l. Aug. 27)
457 City of Pallace, Nacoda. (c. l. Aug. 30)
524 Maria Gray. P. L. Jones—M. A. M. Khan. (c. l. Aug. 4)
327 Prince of Wales, Nacoda—H. J. Abadin. (c. l. May 12)

FOR MALABAR COAST AND CALCUTTA.

559 Bassorah Merchant, Richards—H. J. S. Deens.
592 Chatham, Thortell.—*D. H.* Cama & Co.

FOR KURRACHEE AND CALCUTTA.

435 Alice Maud, Gibbs—S. Tyebjee & Co.

FOR KURRACHEE.

450 Coringa (s), Calder—W. Nicol & Co. (c. l. Aug. 15)

FOR COLOMBO.

155 Keerata Roodeen—Dinshaw Bhicajee Khan. (c. l. Aug. 4)

NOT FIXED.

672 Ally, Shepherd—H. E. Cadoo.
307 Artemise, Nacoda—Oassun Natha.
220 Ararat, Nacoda—H. M. A. Lutiff.
97 Aumanhool, Rejman, L. D. Padua—H. A. L. Cadoo.
1003 Azaline, Manson—John Clover & Co.
1009 Beeston Castle, Corney—Rennie, Scovell & Co.
1005 Cadiz, Holt—W. Nicol & Co.
1278 Celestial Empire, Murray—M. N. Bhowaggar.
1350 Countess of Elgin, Abbott—Dirom, Hunter & Co.
270 Eclaireurs, Anderson—W. Nicol & Co. (lai f up)
1134 Epaminoondas, Heasley.—Wallace & Co.
445 Fazel Currim, Nacoda.
492 Freya, Major—A. H. Huschke & Co.
834 Forest Queen, Balch—Wallace & Co.
310 Futtay Sultan, Nacoda—H. E. Cadoo.
1069 Glen Isla, Poyntz—H. M. Sidik.
1354 Herefordshire, Walker—Ewart Latham & Co.
657 Indore (s) Jarman .....C. M. S. N. Co.
Kossuth, Bennett.
895 Lady Havelock, O'Neill—Rennie, Scovell & Co.
511 Lady Frankland, Nacoda—Jairaz Fazel & Co.
1286 Lancastrian, Pearson—George S. King & Co.
30 Mahomed Bux, Nacoda—Cowasjee Eduljee.
444 Nemesis, Allan—W. Nicol & Co.
109 Nassrool Hamed, Nacoda—M. Husein.
391 Nurbudda—Cursondass Vurzdass.
1008 Peerless, Myor.—Ewart Latham & Co.
130 Royal Victoria, Nacoda—Dinshaw Bhickajee Khan.
919 Rowantree, Lewis—Lyon Brothers & Co.
1131 Sir Edward Perry, Jenkins.
600 Star, Thomas—E. Reynall & Co.
543 Surce, Webb.—Abdula Hajee Alarukia.
847 Talbot, Spencer—Grey & Co.
425 Tilly (s). Pike—B. S. N. Company.
1700 The Duke, Hawkins—J. Tanner & Co.
407 Vaillant Basque, LeMert—Volkart Brothers. (put in lesky)
1131 War Cloud, MacKay—Rennie, Scovell & Co.

P. & O. Co.'s STEAMERS.

1200 Ganges, (s), H. Wilkinson.
1119 Orissa, (s), A. Parish.
1690 Pottinger. (Laid up.)
995 Salsette (s), Dunfax.

VESSELS IN KURRACHEE HARBOUR.

FOR LONDON.

699 Alexander, Tojdan—McIver & Co.
776 Blackwater, Griffiths—McIver & Co.
857 Gaia, Fisher—Fleming & Co.
656 Phœbe Dunbar, Richardson—J. L. Dunolly & Co.
744 Sea Park, Stewart—J. L. Dunolly & Co.

FOR MARSEILLES.

736 Adeline, Torras—Volkart Brothers.
445 Paul Auguste, Mesercocker—Dossabhoy Cursetjee & Co
495 Union, Ferrari—Dossabhoy Cursetjee & Co.

FOR MAURITIUS.

656 Clarendon, King—J. L. Dunolly & Co.
498 Electric, Sprott—D. McIver & Co.
405 Emma, Richmond—T. Lidbetter & Co.
404 Gwalior, Thomson—Fleming & Co.
403 Washington, Maund—S. Tyabjee & Co.

FOR MUSCAT.

460 Joolal Barry, Nacodh.

FOR CALCUTTA.

710 Ukko

NOT FIXED.

603 A. B. Coutts, Robbings.
650 Clara, McPhun—Ashburner, Bell & Co. (repairing.)

VESSELS EXPECTED AT KURRACHEE.

FROM LONDON.

738	Akbar.	July 18
761	Chimera, Moot	
513	General Havelock, Spowart.	
1017	Helvellyn .....Fleming & Co,	May 21
496	Hunter, Searle	April 10
584	Magna Bona .....Fleming & Co.	May 23
785	Minehaha, Henderson...Fleming & Co.	July 9
478	P. J. F. Burchard, Brailhering.	July 1
682	Velocity, Shrewsbury	

FROM GRANGEMOUTH.

768 Yarra.....

FROM LEITH.

1155 Frenchman, Galloway.

FROM CLYDE.

623 Mauritius.

CAPE OF GOOD HOPE.

656 Charlotte Jane, March.

MILITARY MOVEMENTS.

THE roster of Indian reliefs has lately been under consideration, and has undergone a good deal of change. The principal has been for the first time adopted of counting previous service abroad as a claim to early relief. Thus the regiments who after being but a short time home from the Crimea or from long Colonial service were sent out at the time of the Indian Mutiny, are held to have a better claim than others who may have gone to India a little time before them, but who had their full turn of Colonial service. As this new roster will have interest for many of your readers, I append an authentic copy.

ROSTER OF REGIMENTS TO BE RELIEVED FROM INDIA.

Regiment.	*Went on Foreign Service in*	*Year of probable return home.*	
92d	March	'51	
74th	March	'51	
1-13th	May	'51	1863.
69th	November	'57	
68th	December	'57	
43rd	October	'51	
48th	February	'53	
71st	March	'53	1864.
52nd	June	'53	
81st	July	'53	
28th	February	'54	
89th	April	'54	
27th	July	'54	1865.
66th	August	'57	
44th	August	'57	
72nd	August	'57	
54th	August	'57	
56th	August	'57	1866
1-18th	November	'57	
80th	July	'56	
91st	December	'54	
1-20th	August	'57	
98th	October	'57	1867
1st	October	'57	
34th	August	'57	
94th	December	'58	
Rifle Brigade			
2d Batt.	August	'57	1868
42d	August	'57	
35th	July	'54	
46th	October	'54	
91st	December	'54	
33rd	February	'57	
90th	April	'57	1869
82d	May	'57	
1-4th	May	'57	
1-23rd	June	'57	
93rd	June	'57	
77th	June	'57	1870
95th	June	'57	
88th	July	'57	
1-7th	July	'57	
1-1st	July	'57	
1-19th	July	'57	1871
79th	July	'57	
38th	August	'57	
97th	August	'57	
Rifle Brigade			
3rd Batt.	July	'57	1872
3-60th	July	'57	

It will be seen from this that the position on the roster for relief does not at all depend upon the time of departure for India. The cases of the 69th and 68th are very properly met by an early relief, as both these Regiments had but just returned from foreign service, when they were hurriedly despatched to India. The 66th, 44th, 72nd, 54th, 56th, 18th and other Regiments were also but a short time in England, and their previous service is equitably taken into account in arranging these reliefs. Nothing has yet been settled as to the position for Home service which the new Regiments of the line will hold, but the present probability is that they will not be brought to England for some time.—*London Correspondent of the Friend of India, Aug.* 21.

LETTERS TO THE EDITOR.

ANOTHER NUISANCE—WATER BOATS.

SIR,—In some Ports there is great difficulty experienced in filling water-boats, for want of shore conveniences, bad landing places, &c. Still I find that in all other harbours except Bombay, water can be supplied to any ship at an hour's notice.

Surely in a place like Bombay with its boasted Water-works, the shipping ought to be served with a little more alacrity. I have known instances where three days warning have been given, and no boat has arrived alongside.

In a place like Bombay there ought to be more boats than are at present employed, otherwise the monopoly will always remain in the hands of a few stuboorn and insolent boatmen.

Such is at present the case aflo

claims have been proved to be bad, and it would be unjust towards the general public to burden the State Revenues with charges upon them to the receipt of which the claimants have no good title—and I may add that Her Majesty's Secretary of State has distinctly refused to allow the admission of these claims. But I may state that the Government have under consideration a proposal whereby it is intended to admit to the benefits of a more permanent title those cases in which the enjoyment of Alienated Revenues has been guaranteed for one or more generations only.

"Section II. provides, by the payment of a Nuzzerana, for the conversion of the holdings into hereditable and transferable property. This is a very valuable concession, for under all Native grants succession to Inams and such like holdings are generally restricted to the heirs made of the grantee, or some individual or individuals mentioned in the deed of grant. By the provision in question, however, the inheritance to alienated lands will be extended to collateral heirs, and holders will be able to will away or otherwise dispose of their lands as they may think fit. It may be my duty hereafter to propose an amendment on the Nuzzerana Sections of the Bill, but I reserve for the present further allusion to this point.

"The right to demand a trial and adjudication of their titles is reserved to all holders by Section VI. Opinions have varied as to whether this option should have been given, but this option has been conceded in conjunction with the alteration to which I shall in the next place advert, made by desire of the Government of India and the Secretary of State in Act XI. of 1852, the law applicable to the districts to which this Bill applies. I confess I myself would have preferred to see no option left, because the object of the measure is summarily to get rid of the necessity of proceeding further with the investigation of claims to exemption from payment of Land Revenue.

"In Section X an important change in the law above referred to with respect to the adjudication of claims in the districts to which this Bill applies, has been made. By Act XI of 1852, as I have already explained, the onus of disproving the titles of the holders or occupants of rent free lands was thrown on the Government; but here a return to the provisions of the Code of 1827 has been made, by throwing the burden of proof, in cases in which the parties may demand enquiry, upon the claimants themselves.

"In conclusion, I may state that in dealing practically with this question, the Government have on all doubtful or questionable points leant to the side of liberality—admitting to the settlement all claims in which appeals against decisions adverse to the claimants lay undisposed of before Government, and in extending the terms of it to land found to be in the occupation of Inamdars in excess of their recorded holdings which might fairly and without hardship have been at once subject to the full assessment.

"Begging the Council to pardon me for having occupied so much of their time, I beg to move the first reading of the Bill."

The Bill was then read a first time, and referred to a Select Committee, composed of

The Hon. Mr. J. D. Inverarity.
The Hon. Mr. W. B. Tristram.
The Hon. Mr. Jugonath Sunkersett.
The Hon. Mr. Madhowrow Vithul Vinchoorkur, and
The Mover;

with instructions to report at the first meeting of the Council after the 24th September next.

It was then ordered that the Bill be translated into the Mahratta and Canarese languages, and that it be published in those languages in the *Government Gazette*, along with the statement of the Hon. Mr. Robertson on moving the first reading of the Bill.—*Deccan Herald, August 29.*

OFFICIAL PAPERS.

MHIJEE FAIR.

Extract from the proceedings of the Government of Bombay in the Judicial Department, dated 24th August 1862.

Read the following letter from Mr. B. H. Ellis, Revenue and Police Commissioner, Northern Division, No. 1096, dated 12th July 1862.

I have the honour to submit, in original, a Report, No. 1491, dated 7th July 1862 with accompaniments from the Collector of Khandeish, Mr. Ashburner, with accompaniment from Lieutenant Daniell, detailing the results of the Annual Fair held at Mhijee between the 15th January and 15th March last.

2. The Fair was under the superintendence of Lieutenant Daniell, who was doing duty with the Khandeish Police. Very satisfactory arrangements were made for the protection of property, and Lieutenant Daniell's general management of the Fair does him great credit. His report is interesting and I would suggest that it be placed at the disposal of the Press.

3. Lieutenant Daniell's observations on the locality of the proposed Railway Station are concurred in by Mr. Ashburner, and I recommend that they be referred for the early consideration of the Railway Committee.

Paragraph 14 of Lieutenant Daniell's Report. Paragraph 8 of Collector's Report.

4. Regarding the disposal of Rupees (3,281) three thousand two hundred and eighty one of surplus funds, I have to remark that all local wants should be provided for before the Collector's proposal for improving the Gowtalieh Ghaut is carried out. A larger expenditure than usual will have to be incurred this year upon the bridge over the Girna, and a Dhurmsalla at Mhijee is yet incomplete. When these and other similar works have been provided for, the balance ought, I think, to be expended on the road from the Railway Station. An early decision on Lieutenant Daniell's proposition for a change in the station is therefore very desirable in order that the Collector may know on which of the two roads, the funds should be expended.

Letter from Mr. L. R. Ashburner, Collector and Magistrate of Khandeish, No. 1491, dated 7th July 1862, to the Revenue Commissioner N. D.

I have the honour to enclose a very satisfactory report on the late Mhijee Fair, by Lieutenant Daniell lately employed in Khandeish on special duty.

2. The combined Military and Police Force at the disposal of the Superintendent for the preservation of order, as per margin, seems to have been most judiciously disposed. There were sixteen cases of theft of property, valued in the aggregate at Rs. 200-2-6, but the thief was in each case apprehended, and the property recovered, a fact very creditable to the Police.

150 Men 3rd Regiment, N. I.
100 „ Khandeish Bheel Corps.
28 „ 1st Regt. Poona Horse.
31 Police Poona.
135 Bheel Chowkeydars.

3. The Fair commenced on January 15th, and was closed on 15th March, the business transacted during this period amounting to Rs. 45,87,240, a sum exceeding that of last year, by nearly 14 lacs, and exceeding the average of the last 20 years by, rather more than 11½ lacs, by far the largest item of this increase, appears to have been owing to the transactions in Piece Goods, the sale of which exceeded that of last year by Rs. 5,83,221, the increase of the Cotton trade including the Gunny bags in which it was packed, amounted to Rs. 2,61,366-9-8; Grain of all sorts valued at Rs. 40,235 changed hands during the Fair, being an increase of Rs. 10,731 on last year, but Lieut. Daniell explains that this increase is due more to the advanced price of grain, than to any actual increase of grain in the Market.

4. The following is a Statement of the average price *per Rupee* of the chief articles of food in Khandeish, for the past six months.

Months.	Ghee.	Barees.	Jawaree.	Rice.	Toor Dall.	Wheat.	Wheat Flour.
	s. t. m. s	m. s	m. s	m. s	m. s	m. s	m. t.
November 1861.	1 40 0 28	0 36	0 11	0 16 0 29	40	0 14	
December 1861.	1 40 0 27	0 29	0 11	0 14 0 19	0	0 13	
January 1862...	1 30 0 22	0 26	0 12	0 14 0 18	0	0 13	
February 1862.	1 40 0 23	0 28	0 10	0 14 0 18	40	0 13	
March 1862 ...	1 35 0 22	0 25	0 11	0 14 0 18	0	0 13	
April 1862	1 40 0 28	0 36	0 11	0 16 0 20	40	0 14	
Total...	8 65	3 25	4 20	1 25	2 8 2	36 40	2 0
Average for six months	1 37	0 24	0 30	0 11	0 14 0	19 0	0 13

5. These high prices are partly caused by the measures of His Highness the Nizam, who has prohibited all export of grain from his territory, nothing but the high rate of wages paid on the Railway and the consequent rise in the rate of wages in every other branch of industry, has enabled the poor to pay these high prices without much suffering.

6. The following is an abstract of the chief articles of Trade in the Fair.

Groceries, Medicines, &c. ...Rs.	6,78,267	8	0
Grains, &c... ..... „	40,235	0	0
Eatables, &c. ..... „	93,228	0	0
Miscellaneous property ..... „	7,103	0	0
Jeweller's Bazar..... „	1,85,649	0	0
Cloth Bazar ..... „	16,29,980	0	0
Metal Bazar ..... „	1,63,685	8	0
Cotton and Gunny bags..... „	5,22,553	0	0
Copper Coins ..... „	3,820	0	0
Hoondee Bazar ..... „	13,44,419	0	0
Rupees	46,68,940	0	0

7. The monopoly of the cloth trade hitherto enjoyed by the Marwarrees was this year for the first time invaded, (apparently successfully) by an agent for a European Firm Messrs. Nicol & Co. Bombay, to whose presence probably, the large increase under the head of Piece Goods is owing.

8. Lieutenant Daniell suggests, that the proposed Railway Station for Mhijee instead of being where the line crosses Kornay and Nandra road which is 3¼ miles from the Fair, should be at the place where the Chinchkeira road crosses the Rail, which is only a mile and a half from Mhijee and a better road than the longer one. Lieutenant Daniell further points out the necessity of a Railway siding for 30 or 40 waggons at the station, wherever it may be situated, and hopes that the station will be ready by the next Fair. These suggestions appear well worth the consideration of the Railway Authorities.

9. The temporary causeway over the Bed of the Girna was erected as usual at a cost of Rupees 152-0-9 and was perfectly efficient, and an additional sum of Rupees 28-1-9 was expended in removing the causeway when the Fair was over. Many of the palmtrees are now reported decayed, and fresh ones will be required for next year.

10. The health of the people during the Fair was good, the Cholera did not make it's appearance till the people had dispersed.

11. The Mhijee Fund, details of which are given in Lieutenant Daniell's report shows a balance in hand of Rupees 3,281-5-2. I would suggest that sufficient amount of this be retained for the current expenses of next year's fair, and the balance expended in improving the Gowtala Ghaut; it is true that this Ghaut is situated in the Nizam's Territory, but it is the road by which the produce of a large number of our villages above the Ghaut reaches a market, and it would benefit them quite as much as the Nizam's villages. It is probable that the Nizam would contribute half of the expenses of opening this important Ghaut. It is almost impassable.

12. The appendix A contains a Statement of the various Articles of Merchandize that have passed through the Fair this year, with the estimated value of each.

Letter from Lieutenant H. S. Daniell, Superintendent of the Mhijee Fair, No. 9, dated 2nd May 1862, to the Collector and Magistrate of Khandeish.

I have the honour to submit the Report of the Mhijee Fair for 1862. I have been unable to send in this Report before, owing to the delay caused by the Mamlutdar of Puchora in furnishing me with the Mahrattee Returns. Even now, I am unable to recommend any disbursements from the proceeds of this year's Fair, as I have not received the Mamlutdar's Report stating how much money is required to complete the works sanctioned by Government last year. As I am under orders to leave Khandeish immediately, I am compelled to leave this matter for your consideration. In order to avoid in future this delay on the part of the Mamlutdar, I would venture to recommend that the services of the Naka Carkoons, who are employed during the Mhijee Fair, should be retained for a few days after the Fair is closed, to help the Mamlutdar to compile the returns. At present, much extra work falls upon the Mamlutdar and a delay of six weeks has this year been the consequence.

2. I received charge of the Fair from Lieutenant Stanley Bell, Assistant Superintendent of Police on the 21st February.

The Fair had been in the first instance under the superintendence of Mr. A. A. C. Jervoise, late 3rd Assistant Collector, on whom devolved the duty of making the primary arrangements for the protection and security of the Traders and others attending the Fair.

3. The undermentioned Force was placed at the disposal of the Superintendent for the preservation of order in and about the Fair.

150 men, 3rd Regiment N. I.
100 „ Khandeish Bheel Corps.
28 „ 1st Regiment, Poona Horse.
31 Police Peons.
135 Bheel Chowkeydars.

The Detachments of the Native Infantry and Bheel Corps furnished Guards and Pickets in and about the Fair.

The Poona Horse supplied two or three small parties posted in villages on the main roads leading to Mhijee, patrolled the Fair and its vicinity at night and visited the Bheel Chowkies.

The Police Peons were placed in the different streets of the Fair for the purpose of keeping order.

The Bheels were posted in Chowkies two miles apart along the various high roads leading to the Fair.

3. This system of disposing of the Force at the Fair has now held good for several years and the results have proved its value. It appears hardly possible for a criminal to escape if all the guards are on the alert and do their duty.

5. The Fair commenced on the 15th of January, and closed on the 15th of March. A few merchants remained till the 20th or 25th March but little or no business was done after the Fair was officially closed.

6. Fort the first month, trade was very dull but towards the middle of February it became more brisk latterly goods were bought up as fast as they arrived.

7. I am happy to be able to inform you that the amount of business transacted in this Fair exceeds that of last year by nearly fourteen lacs of Rupees and exceeds the average of the last ten years by upwards of eleven and a half lacs. The following tables shew the result of last year and the average of the last ten years as compared with the year under report.

Amount of business transacted in

1861.....Rs.	31,89,326	0	0
In 1862 ..... „	45,87,240	0	0
Difference..... „	13,97,914	0	0
Average amount of business transacted in years 1852-1861..... „	34,32,637	7	10
In 1862 ..... „	45,87,240	0	0
Difference..... „	11,54,602	8	2
In Piece Goods the amount of business done was in 1861 ..... „	10,46,759	0	0
In 1862 ..... „	16,29,980	0	0
Difference..... „	5,83,221	0	0

8. It may be useful in a statistical point of view to give the result of this year's cotton sales as compared with the average of the last ten years. I therefore subjoin a statement,

Average amount of cotton sales in

1852-61 .....Rs.	2,61,186	6	4
In 1862 ..... „	5,22,553	0	0
Difference ..... „	2,61,366	9	8

9. This statement includes the amount paid for the Gunny bags for packing the cotton. In consequence of the incomplete state of the records. I am unable to give the averages of cleaned cotton only.

10. The amount of business done in grain of all sorts amounted to Rupees 40,235.

11. Although this shews an excess of Rupees 10,731 over last year, yet, in consequence of the enormous rise in the price of this article, it represents no more grain than was sold last year. This I account for by the fact that in consequence of the high price of grain in the Deccan, His Highness the Nizam placed Sowars and Guards on all the Ghauts leading into Khandeish, and would permit no grain to be exported from his territories.

12. The presence of the representative of a European Firm from Bombay, and his determination to do business in spite of attempted combinations of Marwarree and other Traders against him, had a stimulating effect on the Fair.

13. The large amount of money spent this year by the Ryots in copper, brass and iron is abundant proof of their prosperity. I have been informed that in addition to the amount of these articles sold at Mhijee, metal pots and untensils to the amount of half a lac of Rupees were this year purchased by the Ryots at the Fair at Sackly in the Yawul Talooka.

14. It is, I believe proposed to erect a station for the Mhijee Fair on the G. I. Railway at the crossing of the *Koorungy* and *Nandra* track about three and a half miles from the spot where the Mhijee fair is held. The road from this crossing into Mhijee is bad, and it would take a great deal of money to make one portion of it, where the ground is very rocky, fit for the amount of Traffic that may be expected upon it during the Mhijee Fair.

15. The road from Chinchkeira (the village where the Mhijee Fair is held) to Saumkeira crosses the line about one mile and a half from Mhijee. The road from this crossing into Mhijee is good, and an annual expenditure of one hundred or one hundred and fifty Rupees would keep it in good order, when it is taken into consideration that there would be little or no Traffic upon it except during the Mhijee Fair.

16. It may not, however, be essential at which of these places a Railway station is erected, but it is essential that the station should be available for Passengers and merchandize during next year's fair.

17. If it is not available by next year, goods from Bombay and the South will have to be brought ten miles along an execrable road from the Puchora station, and merchandize from the North and East an equal distance along an equally bad road from the Mussawad station.

18. I have also heard that the Railway Company simply propose to erect a roadside station and platform with no siding for waggons containing merchandize.

19. If this be the case, I should imagine that the Railway Company cannot be aware of the vast amount of goods that are annually brought into the Mhijee Fair.

20. A siding for thirty or forty waggons would certainly be necessary during the time that the Fair lasts, and for a few days before its commencement and after its close.

21. It will be a great boon and encouragement to the Traders attending the Fair if the station can be open by the beginning of next January.

22. The temporary bridge across the Girna, which has annually been laid down at Mhijee for the last seven or eight years, proved as useful as ever. It was left down on the conclusion of the Fair and has only now been taken up in consequence of its falling into disrepair.

23. I have much pleasure in bringing to your notice the small amount of crime which occurred while the Fair lasted.

There were only (16) sixteen thefts, and the total value of property stolen was Rupees 200-2-6.

In every case the culprit was caught and punished, and the property returned to its lawful owner.

24. No epidemic or sickness of any sort broke out in the Fair.

25. Four or five small fires occurred, but they were immediately subdued, and on no occasion was any property of value destroyed.

26. The following table shows the gross receipts and disbursements of the Fair.

Balance of last year.....Rs.		2,806	2 11
Opium sold by Government.....Rs.	122 11 9		
Fines..... „	64 0 0		
Sale of stalls of absent owners..... „	986 14 0		
Stall tax at 3 annas per *kath* frontage „	2,278 7 3		
Duty paid by vendors of poisonous substances..... „	108 0 0		
Postage receipts ... „	185 11 6		
„ Stamps ... „	888 7 0		
Liquor vendor's licenses ..... „	1,607 7 8		
Sale of guard huts.. „	0 6 0		
Fee from the man who was selling weights..... „	95 0 0		
		6,337	1 2
		9,143	4 1
Deduct sums not credited to the Mhijee Fair.....Rs.		3,071	5 11

Deduct Disbursements.

Pay of Chowkedars..... Rs.	1,397 14	2	
Making guard houses... „	26 0	9	
Laying down bridge in 1862 ..... „	180 2	6	
Removing bridge in 1861 „	28 1	9	
Pay of 5 Naka Carkoons for keeping returns of goods entering the Fair..... „	164 11	4	
Stationery ..... „	52 5	10	
Torchman ..... „	11 7	2	
Potdar (assayer) ..... „	11 9	9	
Public crier..... „	0 12	0	
Repairing the roads round Mhijee Fair ... „	200 0	0	
Watering trees about the Fair ..... „	48 12	6	
Building Dhurmsaala for Travellers ..... „	575 0	0	
Hire for conveying money and stamps ..... „	4 6	0	
Batta to Mamlutdar's Carkoons employed in Mhijee Fair..... „	84 5	0	
Huts built in 1861 for Bheel Boys of the Burgaum school..... „	5 0	3	
		2,790	9 0
Balance in hand.....Rs		3,281	5 2

27. As stated in Paragraph 1 of this report, I am unable to propose any disbursement from this sum as I have not been informed how much will be required to finish the Dhurrumsala, build a guard house and carry out the other works sanctioned by Government last year.

28. The following is a table shewing the amount of goods brought for sale and the amount remaining unsold at the end of the fair.

Goods brought for sale.....Rs.	46,68,940	
„ remaining unsold ..... „	81,700	
Business done in the Fair ..... „	45,87,240	

Forty five lacs, eighty seven thousand, two hundred and forty Rupees.

29. Appendix A. contains an alphabetical list of all the goods brought for sale. In Appendix B. will be found a list of all goods remaining unsold at the termination of the Fair.

30. In conclusion, I have great pleasure in informing you that I received every assistance from Lieutenant Hudson and the Detachment of the 3rd Regiment N. I. under his command. The conduct of all ranks employed under me during the Mhijee Fair was excellent.

INTELLIGENCE.

LATEST.

(By Electric Telegraph.)

GALLE, 29*th Aug.* 2-30 P.M.

H. I. M. steamer *Japan* sailed for Suez.

MADRAS, 29*th Aug.* 5 P.M.

THE steamer *Nemesis* sailed for Suez.

THE Governor General and Viceroy has proceeded to Bhagulpore for change of air. A recent visit to Barrackpore did not suffice to check the indisposition from which His Excellency is suffering, and hence the present tour northwards. There is not, we can safely affirm, an inhabitant of this town who does not heartily wish the Viceroy may benefit by the present change.—*Harkaru, Aug.* 20.

IT is probable that His Excellency the Commander-in-Chief will commence his cold weather tour by traversing and inspecting Central India, and the scenes of his war-progress and achievements in 1858, making this portion of his work of inspection terminate in such time as will enable him to meet the Governor General at Agra in January. Central India is, perhaps, that portion of the Empire which most requires the examination of Sir Hugh Rose, as we do not remember to have heard of its ever having been traversed and inspected by any one of the Commander-in-Chief, who have held power in India since British troops first occupied the Central Indian territory.—*Englishman, Aug.* 20.

TEMPEL'S NEW COMET.

(From the Madras Times, August 25)

SIR.—Many of your readers will doubtless welcome a little information respecting the fine conspicuous comet, now visible in the North West for some hours after sunset. It was discovered, as a telescopic object, by Monsr. Tempel at Marseilles, on July 3rd; and was then situated in the constellation Cassiopeia. Its increase in brilliancy, during its passage almost across the celestial North Pole, was at first gradual, but is now so rapid as to justify the expectation, that it may rival its memorable predecessors of 1858 and 1861. Owing to the prevalence of clouds, especially northward, it has as yet been little seen, at least in this locality. On the 21st instant, it was situated about three degrees to the west of the star Beta in the constellation Ursa Minor; and exhibited, to a practised eye, a tail not less than three to four degrees in length. For the guidance of those who prefer proximate figures to any description, the following rough positions will more satisfactorily indicate its path and motion:—

Mds.	Mean	Time	Right Ascension			N. Declination	
	h	*m.*	*h.*	*m.*	*s.*	°	′
Aug. 21	9	16	14	13	21	72	49
22	8	20	14	31	20	69	52
23	10	32	14	46	38	66	3

On Thursday evening, the 21st instant, besides the actual tail, a short but brilliant appendage, apparently of a similar nature to the nucleus itself,—fan shaped, and nearly two minutes of arc in length, was situated on the northern side of the axis of the tail, making therewith an angle of 118°. By the following night this unusual addition had moved about the nucleus through an angle of sixty-six degrees, until it had actually crossed the line of direction of the tail, making with it an angle of 176° on the Southern side. The envelope or commencement of the tail is already six minutes wide, measured through the nucleus; or in more familiar words, a little less than a quarter of the moon's apparent diameter. The tail itself is subject to strong pulsations or corruscations under telescopic examination.

There exists no chance of this comet turning out to be the long expected great one of 1556 supposed to have a periodic revolution of rather more than three hundred years. Had such been the case, it would now have been visible between Virgo and Libra, instead of in Ursa minor; while at the time of discovery it would have been near the star Regulus in Les, instead of as recorded by Monsr. Tempel, in the constellation Cassiopeia.—I remain, Sir, Yours most obediently,

N. R. POGSON, *Government Astronomer.*
Observatory, August 23rd, 1862.

LOCAL.

NOTIFICATION.—JUDICIAL DEPARTMENT.

27th August 1862.

His Excellency the Governor in Council has been pleased to appoint Mr. Henry Newton of the Civil Service to act as a Judge of the High Court of Judicature at Bombay, under the provisions of Section 7 of Act 24 and 25 Vict. Cap. 104.

By order of His Excellency the Governor in Council,

M. J. SHAW STEWART,
Acting Secretary to Government.

29th August 1862.

Mr. Henry Newton made and subscribed the Declaration of Office as required by the Queen's Letters Patent this day.

By order of His Excellency the Governor in Council,

M. J. SHAW STEWART,
Acting Secretary to Government.

THE present Sessions of the Legislative Council will probably be protracted till the end of September. The Council has only passed two Bills as yet, and there are some in so forward a state that we cannot doubt the Council will sit till they pass them. The Bills are very important, and ought not to be delayed.

WE are very happy to announce that Mr. Pinhey, of the Civil Service, has been appointed by the Hon'ble the Chief Justice to the office of Registrar of the High Court. The Selection will give general satisfaction. Mr. Pinhey has earned for himself a well deserved reputation among the rising men of the Judicial branch of the Service. To the qualifications which ability, application and considerable Zilla experience has supplied, he adds, if we mistake not, that of having done something more at Lincoln's Inn than eat dinners. This is one of those appointments which reflect as much honor as they confer.

WATER METERS.—The Municipal Commissioners have informed the Chief Resident Engineer of the Vehar Water Works that they do not insist upon occupants of houses whose rental value is under Rs. 75 taking meters.

THE COMET.—The cloudy state of the sky prevented us from determining the exact position of the comet which is now visible here. But its place has been marked out for the last three or four days, and the position ascertained gives the bearing of the comet in the constellation of Draco in the N.W. direction. Its tail is very faint bearing about four or five degrees in length and points towards the head of Draco. The comet's right Ascension is nearly sixteen hours, and its Declination is about forty degrees North.

SUPPLY OF WATER TO THE SHIPPING.—There having been complaints made to the Municipal Commissioners regarding the inefficiency of the plant kept by the contractor for the supply of water to the shipping in harbour, he has been informed by them that he will be required for the future to keep six boats with such a number of tanks as will hold altogether not less than 2,500 gallons of water for each boat, and also to keep an efficient pump for each boat. This arrangement is to be completed by this day.

CRAZY.—The following singular epistle was recently addressed to one of the Police Magistrates.

SIR,—Having been given to understand that my lawful was wass going to get married to another man I therefore beg that the R. C. Religion does not permit us to do so,—Herself Caitani and Catherine who went and procured her to stop with me taken an *oath* to get *married* to me, and at the same day insured my pay for her to pay her daily, which words were these that 2 and three annas will be paid daily, and at last come to 6 annas under such painful circumstances I beg to throw my sad and Lamentable Case at your Worship's Entire clemency and by that you will be pleased to see me justified, For which act of kindness and justice, Providence will reward your worship and family. I remain most Worshipful, Sir—Your most obedient servant,

JOSEPH M. LOPES.

Please to inform her whether if she is willing to return to me. I am willing to receive her otherwise let her take a warning I further beg to state I am crazy and by your worship taken notice of of me please send me to a place whereby I can be recovered tomy former health.

STUDENTS' LITERARY AND SCIENTIFIC SOCIETY.—The monthly meeting of the Society will be held in the Hall of the Elphinstone Institution, this day, Monday the 1st proximo, at half-past 7 P.M.

There will be a ballot for the election of Messrs. Balvant and Yeshvant Krishnarao Palekar, Vasudeo Gopal Soman, Dhondo Shamrao Garud, Framjee Bomonjee and Govind Narayan, who have been duly proposed and seconded as members of the Society.

Paper for the evening—"Observations on Education in its effects on active Life," by Mr. Cowasjee Eduljee.

WE have over and over again urged the Government to utilise the native army, and make every single Infantry regiment of that force a Sapper and Miner Corps. A letter from Simla states that, under the energetic work of the 23rd Musbee Pioneers, the Simla and Thibet road is progressing most satisfactorily, three or four miles of excellent road having already been perfected, notwithstanding the impediments of heavy rain, &c., and we may especially draw attention to the fact, that the work has been done at one-third the cost of this description of labor when performed by hired workmen. We have repeatedly asserted that this was the case; and we would again urgently call the attention of the government to the advisability of increasing the utility, and diminishing the dangerous idleness of the Native army, by employing it, in large numbers, upon the public works.—*Englishman, Aug.* 20.

B. B. & C. I. RAILWAY.—The *Bombay Gazette* makes some revelations as to the mismanagement and jobbery which prevail on the Baroda Railway, the latter of which could be easily matched on this side of India. Contracts are given away to friends at an enormous rate, and the shareholders are "cheated unmercifully."—*Friend of India, August* 21.

SOME short time ago the Bombay government realised a considerable sum of money from the sale of the Bombay General Hospital, and about the same time they also received from the municipality the handsome amount of three and a half lacs on account of waste lands sold to that body. These two sums, the local government was anxious to employ in some manner likely to improve the Presidency town, so they have suggested to the Supreme government the propriety of applying the hospital money to the erection of a new and more commodious hospital, and that realised from the sale of waste land to the reclamation of the ground on which the sea has been encroaching at Modee Bay.—*Englishman.* 21.

SUBJOINED is a complaint of the manner in which independent enterprise is obstructed in the Presidencies of Bombay and Madras:—

"SIR,—For sometime past every allusion to Indian affairs by the press has been accompanied by sanguine statements of the benefit likely to result to India from the so-called new freehold rules so wisely bestowed as a parting gift by our late eminent Governor-General; but few of your contemporaries appear to be aware that, so far as regards the Bombay and Madras Governments, which comprise at least three-fourths of the field available for European operations, these rules have never obtained, and have through the obstructive policy of the local government, only impeded the ingress of Europeans, and their possession of lands, inasmuch as it has been doubted whether lands can be granted or sold under any other tenure since the fiat of the Governor-General became the law of the land, while both Government and their subordinates appear resolutely determined that such law shall not be carried into effect. Up to this date not one acre has been sold or disposed of in these two Presidencies under Lord Canning's Freehold Land rules, and applicants for land are put off with the reply that 'their application has been registered,' and are refused permission to occupy land at the old terms, on the plea that 'the Governor-General's late order cancels all previous regulations.'

"In the Southern districts of India upwards of 200,000 acres of land have been applied for, and many persons are actually waiting in idleness until it is ascertained whose order is law in India. In Bengal land has been already surveyed and sold under the new rules and the whole of the survey establishment of the Madras Presidency would not complete this preliminary operation within six months of the passing of any new Act, so that more than one year will actually have been allowed to pass, not only in inaction, but in positive obstructiveness and discouragement; for many are leaving and will leave, disgusted at this new proof of the pretty jealousy and want of straight forward policy which characterizes the proceedings of the Indian Governments. It is of little avail that European energy and wealth are brought to India if the field for their exercise is refused or only granted after such delay as shall have blunted the one and wasted the other.

"It is reported, with what truth it is not easy to say, that the Madras Government have urged the sale of all lands by auction at an upset price, differing in every district according to its supposed value, thus at once rendering the interference of the revenue authorities requisite, and effectually debarring the small capitalist from benefiting by the wise regulation of the Governor-General.

"It is not easy to exaggerate the resources of India under the impetus of European capital and enterprise. The cultivation of coffee has for many years yielded between 50 and 100 per cent., of cotton little need be said, as all are aware that the price has nearly doubled within the last year.

"Tea grows luxuriantly in several localities, and the newly introduced cinchona is found to thrive so well on the Neilgherries, that its cultivation promises to be one of the most lucrative, and at the same time pleasant and healthy occupations in the world; but on the other hand the neglect of all measures of Imperial policy, such as public roads, administration of justice, good title to land, able and impartial magistrates, renders nugatory all the blessings of Providence in a teeming soil and productive climate. If India is to take that place among the nations to which she is entitled, and which she is well calculated to occupy, it must be under a different form of government; and the lately appointed *ex officio* members of the Council must be representative and elective, and not as they have been styled by one of the representatives of the Crown, the 'advisers' only of the Government. Until more ability, independence, and freedom are introduced into the Councils, the interests of the British settler will not be represented or heeded, and the obstructive policy of all the old officials towards interlopers and intruders will be allowed full sway.

"I remain, Sir, faithfully yours,

"July, 1862. "X. X."

—*London Times, August 4.*

WEATHER REPORT.

At 9 A.M. 30th August 1862.

BROACH.—Cloudy S. W. light. Ther. 76.
BULSAR.—Heavy rain. S. E. strong.
CANNANORE.—Fair N. W.
GALLE.—Light winds and cloudy with occasional heavy showers. Ther. 80.
GOA.—Densely clouded, hot E. light.
KOLAPORE.—Cloudy. S. W. light.
KURRACHEE.—Fine S. W.
MADRAS.—Fine S. W. Ther. 82.
PAUMBEN.—Cloudy. Ther. 86.
SURAT.—Rainy. W. S. W. moderate.

BOMBAY POLICE INTELLIGENCE.

FORT POLICE OFFICE.—SATURDAY, 30TH AUG.

(BEFORE N. W. OLIVER, ESQ.)

A NEST OF YOUNG GAMBLERS.—Ibram Kurranally and four other young Memons, were charged with gaming with dice and money in 1st Coombar Waddee Street on the night of the 28th instant.

The prisoners were pounced upon by the Police in the act of carrying on their illegal proceedings and the money and dice seized.

The prisoners were found guilty and fined two rupees each; the money with which they were gaming was ordered to be put in the poor box and the dice to be destroyed.

CAPTAIN SMALES' CASE.—In consequence of the sudden indisposition of the senior Magistrate this case did not come on for hearing on Saturday and is adjourned *sine die.*

COURT OF PETTY SESSIONS.

Friday, 29th August 1862.

(BEFORE W. CRAWFORD, ESQ., CHAIRMAN; EDWIN HEYCOCK; and VURJEEVUNDASS MADHOWDASS, ESQUIRES.)

THE LATE ROBBERY AT THE TELEGRAPH OFFICE, COLABA.—Ragoo Luxumon, a boy about 14 years of age, was charged with stealing Rs. 36, the property of Her Majesty's Bombay Telegraph Department.

The prisoner pleaded not guilty.

Evidence was adduced which went to show that the prisoner was seen at the desk of one of the employees in the Telegraph office at Colaba, and that afterwards the money was missing. Subsequently the notes were traced to a Marwarree's shop where they had been taken by the prisoner.

The prisoner was found guilty and sentenced to be sent to the Sassoon School of Industry.

INFRINGEMENT OF THE OPIUM ACT.—Vishnoo Gopal was charged with having in his possession a greater quantity of opium than one quarter of a Surat seer, contrary to Clause IV. of Regulation XXI. of 1827.

Mr. Sangster defended the prisoner.

Rampersaud Dokul, Police Havildar No. 304, stated that on Tuesday the 26th instant, at about ten o'clock in the morning, he found some Malwa opium in the possession of the prisoner at the Byculla Railway station.

The opium was in a bag, which bag was put in a larger one which the prisoner had on his shoulder. There was about 23 Bombay seers of opium in the bag.

When the prisoner was seized he begged that his life might be saved some way or other.

Mr. Sangster cross-examined the witness who stated that the prisoner did not state what opium it was, and that he did not make any objection to the witness searching the bag.

Vittoo Shunker, Police Sepoy No. 829, stated that he went with the preceding witness to the Byculla station on the day in question, where they seized the prisoner with the opium.

The prisoner called two witnesses for the defence whose evidence was intended to show that the prisoner had been engaged by another man to carry the bag for him, and that while so doing he was seized by the Police.

The value of the opium was ascertained from the Officers of Customs to be Rs. 192. The prisoner was therefore in accordance with the Act liable to pay double the duty on the opium and double its value, making in the aggregate Rs. 768. The opium was in consequence ordered to be returned to the Custom House, and the authorities to be informed that the Court had no jurisdiction in the matter. The value of the opium and fine with the double duty being in excess of Rs. 500.

The prisoner was also ordered to be taken to the Custom House to be dealt with by the authorities.

Referred to the Custom's accordingly.

LAW.

SUDDER COURT.

THE following cases are set down for hearing in the High Court, Appellate Side, Civil Jurisdiction, on Monday the 1st instant, before the Hon'ble Mr. Justice Hebbert, the Hon'ble Mr. Justice Forbes, and the Hon'ble Mr. Justice Newton.

Special Appeal No. 273 of 1862.—Poona.—Ramkrishn Gopal Nirygasker *vs.* Lukshmun bin Krishnapa Shet Borate.

Special Appeal No. 59 of 1861.—Konkun.—Murla bin Govria *vs.* Poshia bin Mahadeo and others.

Special Appeal No. 60 of 1861.—Khandesh.—Syud Tier Wullud Syud Hamid *vs.* Chima Wullud Mirabhai.

Special Appeal No. 61 of 1861.—Ahmednuggur.—Sukharam Wullud Vishram *vs.* Deykooji Wullud Toolaji deceased, his sons and heirs Rewjee and Bhewjee.

Special Appeal No. 66 of 1861.—Ahmedabad.—Gungadut Kalidas *vs.* Nursaee Sudashiw and others.

Special Appeal No. 67 of 1861.—Sholapoor.—Raojee Narayen, deceased, his sons and heirs Gopal and Dajee, a minor, his Guardian Gopal *vs.* Raojee and Suntoo Wullud Sudashiv Malee.

Special Appeal No. 69 of 1861.—Poona.—Sudashiv Mahadeo Naik *vs.* Pandoorung Meghsham, deceased, his son and heir Gunesh.

Special Appeal No. 70 of 1861.—Ahmednuggur.—Dowlutram Wullud Gotumchund Marwadee *vs.* Rungoo Wullud Gubajee deceased, his son and heir Huri.

Special Appeal No. 80 of 1861.—Ahmedabad.—Gordhun Purbhoodas, deceased, by his son and heir Mohun Gordhun *vs.* Bhowsung Jiwundas, deceased, his sons and heirs Trikum, and Juvere, deceased, his sons and heirs Hurjee and Rambhai.

Special Appeal No. 81 of 1861.—Ahmedabad.—Kalidas Damoohurdas *vs.* Ramdas Narundas.

Special Appeal No. 82 of 1861.—Ahmedabad.—Maneckchund Motichund and Runchordas Hirachund *vs.* Dossabhai Hormusjee.

Special Appeal No. 89 of 1861.—Poona.—Gungaram and Ramchunder bin Doorgadas, the former deceased, his firm owner

hills on either side fall suddenly into the river at a great slope, and the current is strong enough between them to check the passage up of boats unless they be tracked. I do not think in the present state of the rocky jungly banks it would be possible to track boats. Should my surmise be correct, no time should be lost in clearing towing paths. I can in no other way account for the sudden stoppage of boat navigation at the hills above named.

I think the time has arrived when the Government should determine what works are to be carried on, and these works should be properly supplied with funds. At present, or up to very recently, surplus moneys alone were laid out on the permanent works, after providing for the Tramways and other temporary constructions.

The future sanction for the Upper Godavery ought, in my opinion, to come under four heads:—

1. Flotilla.
2. Canal and Annicut at Dumoogoliam.
3. Tramways and roads across the Barriers.
4. Feeders along the line.

I am decidedly of opinion that the Government ought to continue to spend money upon the feeling of the Godavery navigation, and that money so laid out will prove a profitable investment as soon as the works are complete. I would advocate the prosecution of the Annicut and Canal at the first (or Sinteral) Barrier with all speed, and in the mean time Captain Haig should arrange as best he can for getting passengers and goods temporarily across. These works would occupy perhaps two years, and we have a good example of the success of similar ones at Dowlaishwaram, whence regular Canal navigation with Coconada has been maintained for some years.

Once these permanent works at the lower Barrier were finished, we should have uninterrupted water communication for about two hundred and twenty-five miles upwards from the Sea for one-third of every year. I would likewise advocate the completion of the Tramway at the second or Enchampally Barrier; and thirdly, I would advocate the completion of a good metal road from Chandah viâ Kirmirres and Saligoun to Mogelee, at the foot of the third or Dewalemurry Barrier; thus bringing the latter point in direct road communication throughout the year with Hingunghat and Nagpore.

Simultaneously with those works feeders should be taken at intervals along both banks of the river below the third Barrier, and towing paths, as before referred to, constructed along the side of the few miles of hills above Dowlaishwaram.

Beyond the above nothing further should at present be done; when, however, additional works are undertaken, the Canal and Annicut at the second or Enchampally Barrier would, of course, be the next most pressing.

Thus the works I have specified for immediate execution would enable us to test what the Godavery was likely to prove; and data thus afforded would enable the Government to judge as to whether it would be worth while to create water carriage around the two upper Barriers, or even to undertake the last contemplated project of the Godavery advocates of storing water in its tributaries so as to create a perennial navigation. This string of water in the tributary rivers would be an undertaking of enormous expense, and would bear consideration as a question for improving the Navigation. Irrigation works could be more economically and effectively created by following the native system of occupying the numerous smaller valleys, and checking the flow of water by numerous dams and embankments. The nature of the country above the Delta is such that a great consolidated volume of water confined to one line would be of little use for irrigation purposes, but rather there should be numerous smaller reservoirs studded about. It is not main streams that should be operated upon away from the Delta, but the smaller feeders to these streams.

My own impression is that Mogelee will turn out to be the great shipping point when a road is made to it. It must be borne in mind that the heaviest portion of Captain Haig's estimate is for the third Barrier; and by leaving the Annicut and Canal works there in abeyance until the water communication had been rendered uninterrupted to that point, we shall avoid the heaviest expences, until we have found out whether necessity existed for them. Thus it should always be borne in mind that the permanent works should be successively taken up from the Sea upwards.

I am not so sanguine as to imagine or contemplate that the Godavery will ever monopolize the whole of the traffic of the Central Provinces; but it ought certainly to carry its fair shares, nor do I imagine that Captain Haig will be able to complete the works I have above indicated as pressing within his estimate; but I feel sure that if the river can be rendered thoroughly navigable for four months in the year at any thing near the amount of Captain Haig's estimate, it will repay Government to undertake the works. Further I would add that such works may perhaps be worth double the present estimate.

As to the storing of water, and the creating of a perennial navigation, that is a question which it will be time enough to consider as soon as all the other works I have specified finished and tested.

Whilst I advocate the Godavery navigation project as far as I have indicated, I by no means think, as I have before said, that is ever likely to monopolize all the carrying trade from Central India, hence I would not deprecate any endeavour to create more outlets elsewhere. It is access to the Sea which is the great want of the Central Provinces, and whether such outlets be by road, river, or rail, they will be certain not only to cause much benefit to the rich Provinces of Central India, now almost hermetically sealed to our mercantile community and to our export trade, but likewise to stimulate further industry and production, and bring up those valuable tracts to the standard nature assigned to them when she gave them a soil of unsurpassed richness and a regular annual irrigation.

But whilst on the subject of the Central Provinces, I would most strongly advocate that the whole of the Upper Godavery works, in fact the navigation works as distinct from the Delta irrigation works, be handed over to the control of the Administration of the Central Provinces.

The Madras Government can have no possible interest in their result and the Officers are entirely remote from that Presidency. Whereas the boundary of the Central Provinces runs all down the left bank of the river to within forty miles of the head of the Delta irrigation works and seventy miles of the Sea. As the Chief Commissioner of Nagpore must be within easy reach of the river during his annual tour, and will thus be constantly afforded an opportunity of inspecting the progress of the undertaking, he will no doubt, become interested in its success, and will be able to regulate, guide, and control the action of the Officers employed. Indeed the progress of the Central Provinces depends upon this and other outlets.

I append a copy of Captain Haig's Regulations for the transit service of the Godavery, and I may and that I cannot help thinking it is almost a pity they were promulgated before the works had been further advanced; for any detention or failure at first is sure to be productive of much disappointment to the public, and perhaps injury to the project, and would tend to retard that attraction to the route with complete success (only to be achieved when the works are finished) is sure to lead to.

In conclusion, I will add that no one can descend the Godavery without being struck with what Captain Haig has already accomplished under many difficulties and drawbacks, and it is impossible not to perceive the great personal devotion and earnest perseverance and energy he has thrown into his labors. He sees difficulties only to combat and surmount them, and nothing discourages or deters him from the object he holds steadily in view.

H. BRUCE, Lieut.-Col.,
Inspector-General of Police in India.

Coconada, 13th July, 1862.

INDIAN.

NEWS LETTER.

THE COTTON SUPPLY.

(To the Editor of the Times.)

SIR,—Having just arrived from the cotton districts of Upper India, and been in close communication with the cotton-growers and merchants of that country, I trust you will permit me, through your columns, to say a few words to the manufacturers of Lancashire, to place before them in the clearest light the cotton question, as between them and the native growers a question, that has been misunderstood and misrepresented to them, even by a man of such name and ability as Mr. Cobden. In the House of Commons Mr. Cobden scouted the idea of its being the duty of the cotton-spinners to supply themselves with cotton. "Why," exclaimed the hon. gentleman.—

"It is no more their duty to supply themselves with cotton than it is the duty of flour millers to grow their own wheat, or of shipowners to grow their own timber. (Hear, hear.) They have made admirable cotton-spinners, but probably would have made clumsy cotton-planters. (Hear, hear.)"

And he was applauded to the very echo. But the whole case is misstated, and the illustration inapplicable. The Lancashire manufacturers have never been asked to become cotton-planters. They have been asked to send money and buyers to the country where the article is grown. They have been told that the native landowner will not grow cotton unless he has a contract, or a buyer near him. But the manufacturers will not take the trouble to do so, or, what appears more likely, will not incur the risk of loss which might fall upon them. If those 3,000,000 bales, the existence of which Mr. Cobden firmly believes in, were suddenly liberated. But the Indian landholder is just as prudent and as shrewd as they are. He does not, indeed, know of the existence of 3,000,000 bales of cotton, and the chance of their suddenly being thrown on the market, but he has a mode of arguing which brings him to a safe conclusion. Last May—that is, two months ago—I was in the cotton districts, and as the period for sowing cotton was approaching, I asked some of the growers if they intended to increase the cultivation of the cotton as the price had risen so high in England. They replied, "Sahib, we hear of high prices, but there are no buyers or contractors here. When the Sahibs want indigo, or sugar, or oilseeds, they come among us and build kothees (factories), make advances and contracts; but in the case of cotton, which is said to be so much wanted, there is not a single Sahib buyer or contractor. No, there is something wrong. We won't grow more than we want for ourselves or our native merchants." The manufacturer steadily declines to send out his agent; the Indian landowner as steadily declines to increase his cotton cultivation. The latter is no sufferer, for he continues to grow his indigo, sugar, cereals, &c., and will grow cotton when a local demand arises for it, and is quite indifferent whether that demand comes in one year, or in ten years, or at all. But what is the position of the former? A ruined trade and a starving population around him. One-tenth of the funds required to support that population during the cessation of the cotton manufacture, would suffice to establish agencies in Berar and the North-West Provinces, that would increase in one season the present production by a million of bales, and, in process of time, would produce sufficient cotton to supply all the wants of England.

It is too late to increase, by any measure, the production of cotton this year in India, but an immediate establishment of agencies, with cotton screws, &c., would enable the manufacturers to obtain the cotton that has been grown and forward it in a clean state. They would then be ready to contract for a large increase of cotton in 1863.

Nothing is more easy or more simple than the establishment of such agencies. An agent has but to establish himself at a cotton mart, erect a building for his cotton and his screws, and employ a respectable Eurasian or European acquainted with the language and proceed forthwith to make his purchases. The principal points were such agencies ought to be established in Berar and the North West Provinces are Mirzapore, Jubbulpore, Calpee, Banda, Cawnpore, Futtehghur, Etawah, and Patras.

The Government of India is making roads in every direction, the railroads are fast approaching completion, the rulers of native States are removing the transit duties on cotton; they are even making roads through their territories; and the capitalist alone is wanted to cause the production of cotton. Under present circumstances (and I stated this in my Report a year ago), that capitalist is not to be found in India, and will not be found until those millions of bales in America are disposed of and the slaves are liberated. Will the capitalists of Lancashire wait for such a consummation?

The law of supply and demand will, no doubt, eventually come into operation, but not before Lancashire has passed through a period of suffering which is fearful to contemplate, if the capitalists adhere to their resolution of doing nothing.—I am, Sir, your obedient servant,

P. SAUNDERS, SEN.,
Late Cotton Commissioner.

London, July 29.

POONA.

WE regret to hear that a fracas between two officers of H. M.'s 106th regiment and a native officer 10th regiment at Kholapore, is about to be brought before a general court-martial; both the European officers it is said, had the option given them of resigning the service, but which only one of them, the junior, has accepted.—*Observer, August 30.*

THE LATE INDO-BRITISH SCHOOL.—We understand that the plan which appears to the committee of management the one best calculated to carry out the object of this charity, is to expend the interest of the funds in providing small scholarships (of Rs. 5,4, and 3 per mensem) to be given to the children of poor Europeans or Eurasian parents. Five or six such scholarships may be annually apportioned. They will be allotted after competitive examination at Christmas, and the holders may study at any respectable school in Poona.

This it will be observed is only an experiment, and with the addition of the Boys' school which is also to be established to which boys will be admitted on moderate payment will no doubt give opportunity for good instruction.—*Id.*

BENGAL.

WE are unfeignedly pleased to learn that steps are being taken by some of the principal native bankers of this town to establish an Indian Insurance office, precisely similar to our Crown office, that is founded upon the same rates and calculations, extent of capital, &c. Up to the present date the native of this country, has remained satisfied with our estimate of his countrymen, without pledging himself to any such fallacies. "What gentleman say, *that true for you,*" not for himself of course. Because white men, were pleased to trust black mag, the blackman saw no reason why he should trust his dark brother. The dusky one was wrong, such was the fact. He who never tired of vaunting the equality of the races, at least never condescended to attempt to apply to his own, the moral tests by which we have arrived at an appreciation of the comparative excellence and worth of our own. We say comparative, because in these days it is the fairest if not the highest standard by which the world judges men. We insure the life of a wife or a child, without feeling that we place either of these human beings one day nearer death by doing this, no one suspects a motive so utterly diabolical, where such suspicion is possible insurance becomes impossible. If insurance means insecurity, the person assuring and the person assured are exposed to suspicion and danger.—*Hurkaru, August 20.*

AFTER all, the Priestly telegram turns out to be a mistake, in so far as it was assumed to convey any opinion or action on the part of His Excellency the Commander-in-Chief in the affair of the United Service Club conversation, and the report of Captain Fitzgerald's remarks forwarded to Sir Hugh Rose. The telegraphic message in question was, it appears, simply an answer sent by the Commander-in-Chief to an application for relief from work, and rest, forwarded to Simla before the conversation and remarks took place. His Excellency's reply being to the effect that Lieutenant Colonel Priestly should take medical leave and come up to the Hills. Thus, in point of fact, the Commander-in-Chief has as yet made no sign in the Priestly-Fitzgerald affair, and the former officer, we understand, has determined to hold his ground as regards the United Service Club, refuse to withdraw his name from the list of members, and be present at the General Meeting next month, we suppose, to defend his conduct. The opinion and orders of the Commander-in-Chief must now, however, soon be known; and our opinion of the course His Excellency will take remains unaltered by the delay.—*Englishman, August 20.*

IN forming Her Majesty's 19th Hussars nominating the general service officers to the regiment, and casting off the local service officers to follow their fortunes in India, several discrepancies and deficiencies in the pay accounts of the regiment, as it existed so far back as the year 1858, have been brought to light, and as these errors, or whatever they are fall heavily upon some of the officers, we hope that the authorities will cause enquiry to be made, and justice done. At the time that the deficiencies in question occurred, the present 19th Hussars was the 1st regiment Bengal European Cavalry: and some idea may be formed of the manner in which the pay and pecuniary matters of the corps were carried on, when we mention the fact that sums such as a Captain's monthly pay are to the present day unaccounted for, the entire deficiency, as we are informed, amounting to several thousands of rupees. It is the duty of the Government to see that, in forming the new regiments, the officers of the old corps, who have elected for local service, and are taking their departure, are settled with and paid up to the last moment: and in this case the authorities ought to institute a strict investigation as to what has become of the money which is admitted to have been drawn from the State, but appears never to have been paid to its rightful owners.—*Id., August 21.*

WE understand that the system of paying the European troops by the different circle or divisional pay-masters, instead of, as was the case up till last year, having all the Queen's troops paid by the Presidency Pay-master, has been found to work so very badly all over the Bengal Presidency, that it is in contemplation to revert to the previous plan, and again make Calcutta the centre and head quarters of the European branch of military payments. We cannot understand why the former system of centralisation should be again reverted to, after having been, in our opinion, rationally and wisely abandoned. We are informed that the circle Pay-masters do not understand, and we suppose that we may add, will not learn, the intricacies and mysteries of paying Queen's troops. In this case, the only course is to remove them from their appointments, and replace them either with men who do understand such payments, or who, if they are not quite perfect in it on joining their offices, will take the trouble to learn. Great delays and disappointments are caused by the blunders and ignorance of up-country pay-masters in the case of European officers and soldiers coming down to the presidency *en route* to England; and if the circle pay-masters will not learn their duty so as to avoid such inconvenience to the public service, they ought to be replaced by officers who will.—*Id.*

WHATEVER may be the result of the United Service Club affair, which has been before the public for the last fortnight, Lieutenant Colonel Priestly will give that institution and its members no further trouble with his presence, as he is seriously unwell, and leaves the Presidency immediately for Simla on medical certificate. Apart from any consideration of his conduct in the affair which has made Lieutenant Colonel Priestly so unpopular here, we do not think that, from the commencement, his being selected to represent His Excellency the Commander-in-Chief at the Commissariat Commission was a happy hit on the part of Sir Hugh Rose. Officers selected for enquiries such as these being conducted by the Commissariat are worse than useless, they are mischievous, if they come to the work imbued with or biassed by prejudices, and primed with foregone conclusions; and we believe that the officer in question came to the Commissariat Commission so disqualified from forming an impartial judgment with reference to the charges made and the information elicited during the trial of the Bengal Commissariat, for such, in point of fact, has this investigation been. We wish the Commander-in-Chief better luck in making his next selection of an officer to succeed Lieutenant-Colonel Priestly on the Commissariat Commission.—*Id.*

MR. MAYNE after having accepted the post of Legal Member of the Supreme Counsel, in succession to the late Mr. Ritchie, has since, we hear, declined the seat, moved thereto by dread of the climate. A private letter from a member of Sir Charles Wood's Council received by a gentleman in the N. W. Provinces, who has favored us with an extract, mentions the possibility that Sir James Colvile might be tempted to return to India as Legal Counsellor, should Mr. Mayne not again change his mind. The letter adds: "there is no doubt but Sir Charles Trevelyan would gladly accept Mr. Laing's vacant seat, were it offered to him, which is not altogether an improbable contingency."—*Lahore Chronicle, August 23.*

WE understand that the steamers belonging to the P. and O. Company will in future be detained forty-eight hours at Galle, instead of twenty-four as formerly. This alteration has been made in consequence of some representations being made to the Home Directors, to the effect that sufficient time was not allowed to effect the trans-shipment of cargo, to and from the branch China and Australian Steamers. No doubt this evil called for a remedy, and the Company had no alternative but to allow additional time. A delay of one day in the receipt of mail news is a serious matter, but it is useless under the existing contract to complain. The *Bengal* with the mails of the 26th ultimo, left Galle on Tuesday last at 12-35 and should in due course reach Madras yesterday. Her arrival here may be looked for on Sunday.—*Hurkaru, Aug. 21.*

THE comet was faintly visible last evening, but we hope for brighter nights to come. However as seen hitherto, it is supposed to presage but small calamities, which of course is so far a satisfactory alternative.—*Id.*

NORTH-WEST PROVINCES.

WE regret much to learn that cholera had manifested itself somewhat extensively among the native inhabitants of the towns of Lahore and Umritsur during the past week; and that a very considerable percentage of the cases had proved fatal. Not having returns we cannot mention the numbers carried off authoritatively, but they, our correspondent says, are very large, especially in Lahore. Singular to say that while last year the native population of both towns were next to free, this year the European community are all but exempt. Two cases had occurred in Anarkullee on the 19th, and some amongst the military after removal from the Fort to Shahdara, but then that was moving the men out of the frying-pan into the fire.—*Delhi Gazette, Aug. 26.*

THE UNITED STATES.

WHERE THEY ARE AND WHAT THEY ARE.

(From the Boston Commercial Bulletin, July 12.)

THE following extract from the Oration of Hon. Hiram Wallridge, delivered in New York City on the 4th of July, contains so much historical and statistical information embodied in so brief a space, and, withal, that which is so useful and interesting at the present time, that we lay it before our readers. In perusing the facts here cited, one can begin to see some reason for the jealousy of the great powers across the water; and of that which finds vent through such expressions as are made use of by the London *Herald*, that "the Union had become a nuisance among nations, and that Secession is favorable to England."

The orator thus depicts:

"WHAT! FROM THE SUBLIME COMMENCEMENT OF OUR CAREER, HAS BEEN OUR PROGRESS?

We have grown, in territorial extent, from 800,000 square miles to 3,250,000; from a population of 3,900,000, to 33,000,000; from 13 sovereign States, to 34, with promise to enter the next century with 120,000,000, with an assessed value of property rising, since 1790, from four hundred and eighty millions of dollars, to the immense aggregate of sixteen thousand millions, yielding an annual profit to the people of between five and six hundred millions of dollars, and with a commercial marine rapidly verging toward six millions of tonnage. Nearly fifty thousand ships belonging to the Republic are scattered either over the ocean, traversing our great inland seas, or are penetrating the great streams that flow within our limits.

Fifty thousand miles of railroad are projected, and thirty thousand completed, at a cost of over eleven hundred millions of dollars.

Forty thousand miles of telegraphic line have been established, at a cost of five millions of dollars.

From 75 post-offices in 1790, we have increased to 30,000 in 1860; from 1,875 miles of post routes in 1790, to 275,000 in 1860; from 1,500 miles of sea coast in 1790, to 3,100 miles in 1860. It remained for De Witt Clinton, of New York, to have realized the plan of connecting the waters of the Hudson with Lake Erie, which was completed in 1825, a distance of over 360 miles, at a first cost of nine millions of dollars, since enlarged at an outlay of nearly twice its original construction.

The commerce of the Lakes, in 1859, employed twelve hundred sailing and steam vessels, of 328,000 tonnage, valued at nine millions seven hundred and seventy dollars. Prior to the application of steam as a motive power, and in the earlier periods of the Republic, travel from New Orleans to St. Louis, a distance of 1,200 miles, required four months; now, the distance is overcome, even by water, in three days. The steam tonnage in Western waters, from 76,000 tons in 1842 increased to 250,000 in 1860.

The railway, taking up the facilities for interior communication, intersects the Union with two hundred and sixty roads, having an annual income of one hundred and twelve millions of dollars. (Appalause.) The New York lines alone, carrying annually thirty-five millions of passengers, and the aggregate extent of the whole system of the Union, being four times the extent of that over Great Britain, and more than half the aggregate length of all the railroads in the world.

Recurring to the contrast of what, as a nation, our condition was at the foundation of the Constitutional Government, when compared with the results under its benign influences, we find that in the year 1791 our country exported 2,065,000 bushels of grain; in 1855, 1,000,000,000 of bushels, worth $400,000,000. The wheat crop alone of 1850 was 230,000,000 bushels, furnishing, with the surplus of the previous year, 75,000,000 for exportation.

Chicago, in 1829, was not even in existence. A century previous to that date, Charlevoix, the Jesuit explorer, designated its locality as a point destined to be of the highest commercial importance in the future. As a grain depot it is now the first in the world; its warehouses capable of storing nearly 8,000,000 of bushels; its ability to ship ten hours one million and a-half of bushels. In 1860, its grain shipments were between thirty-five and forty millions of bushels. St. Louis, Cincinnati, Toledo, Cleviland, Detroit, Buffalo and Rochester vie with the Illinois commercial capital in this vast domestic and extensive grain trade. (Applause.) The agricultural products of the Union, for 1860, have been estimated at $116,000,000, and the fertile fields within the Union are capable of producing a hundred times that value.

The increase in the population of the Union has been, since 1790.

FOUR TIMES GREATER THAN RUSSIA;
SIX TIMES GREATER THAN GREAT BRITAIN;
NINE TIMES GREATER THAN AUSTRIA; AND
TEN TIMES GREATER THAN FRANCE.

(Applause.)

The farms and plantations have reached, from the sparse of settlements of 1,700, in the year 1860, to 2,150,000 farms and plantations. The dwellings, from 250,000 in 1790, worth $130,000,000 to 4,340,000 houses, valued at $4,500,000, the increase of population demanding yearly the erection of 130,000 new houses—while 50,000 churches, erected to the worship of the Most High attest the wide spread religious feelings of the American family.

The average of our domestic exports to foreign countries, from 1790 to 1794, was 22,000,000. In the year 1860, our exports were $400,000,000. The value of our manufactures in 1700, too inconsiderable for estimate, were in 1820, $72,000,000; in 1855, $1,055,000,000; in 1860, $2,000,000,000; whilst the land value in thirty four States equals $9,317,000.

The navigation laws taking their date from the protectorate of England, restricted the importation into that island of imports from Asia, Africa or America, except by British vessels. The retaliatory laws of our constitutional Government forced a treaty of equal rights in this respect, still further liberalized by extending the privilege to American vessels as carriers to British Colonies, thus dissolving the exclusive system of Great Britain.

The fruits and wines of the Mediterranean, valued annually at $7,500,000, employing over 600 vessels, have now a competitor in the large supply from California, on the Pacific, which furnished in 1860 a grape crop valued at $3,000,000. The wine capabilities of three counties alone in this State, when fully developed, it is estimated, will be over 100,000,000 of gallons per annum.

In 1791, our cotton export to Great Britain was 189,316 pounds; in 1860, eleven hundred millions, whilst 300,000 citizens who went to the Pacific twelve years ago, have sent back $600,000,000 in the precious metal. To these results may be added the aggregate total of imports and exports respectively, for the seventy years that succeeded the adoption of the Constitution, at $8,000,000,000 to $8,500,000,000, which represents the industry of the country. Such is but an imperfect outline of the growth and progress of the American people under their Constitutional Government, as founded in 1789.

Spreading from the Atlantic border, east, to the Pacific, our population first reaches the central region between the two great oceans, the immense valley, starting from the highest latitude within our limits down to the Gulf of Mexico, divided by the mighty Mississippi, which waters a region of a million and a quarter square miles, or seven hundred and twenty millions of acres, and with its affluents, coming even from the Rocky Mountains, forms a continuous line of more than ten thousands miles of navigation. [Applause.] This, the great central region, possessing capacity for the production of all the most valuable staples and fruits of the temperate region, and, with its increasing populations, destined to hold a controlling position in the domestic trade of the country and its foreign commerce not equalled in extent by any geographical division on the face of the globe. [Applause.]

The great advance in our new Republic over kindred institutions in other times, is the thorough recognition of the representative principle, in its expanding capacity, and its ability to comprehend the immense territories that are to be brought within its mild sway on this continent, leaving to State jurisdiction and common objects, under one great and powerful General Government, with limited, well-defined powers, and constituting a complete representation of the whole American family. (Applause.)

That representative Constitutional Government is the strongest human combination to resist foreign aggression, known to civilized States, he has fully demonstrated in the war of the Revolution, and in our second contest with Great Britain. What the capacity of this form of Government is to resist and overcome a wicked combination of a number of its own rebellious States, striving to crucify the generous mother that gave them birth, is now to be definitely established. (Applause.)

Without any pretext of complaint which had not its peaceful and constitutional remedy, a mighty rebellion shakes the earth beneath our feet. Loyal and true men, then, be not dismayed. *There are no fears for the ultimate result. There is a principle of eternal justice in the administration of human affairs as in the celestial empire of God.* A million of armed men will soon be in the field—fully equipped with the paraphernalia of modern warfare. *The constitutional men of the Government mean to perpetuate and preserve it.* They are willing to invest the constitutional authorities with the men and the means to accomplish this object. They are willing, if needs be, to baptize every inch of American soil in their own blood, before it shall be torn from beneath the jurisdiction of the Constitution. Their lives, their money, their hopes, their destiny, their all, is at the service of the Government in upholding the Constitution and the Union. They, however, feel they have a right to know every incident that marks the varying fortunes of the struggle,—for it is their own chosen sons who are falling in defence of public liberty. They also earnestly desire, if any foreign intervention is meditated, it may be met with firmness and without complaint. (Applause.)

Every age and each community must contribute its just proportion of sacrifice, of toil, of suffering, and of blood, if necessary in upholding and preserving the great principles of law, of order, of justice, and of Christianity, on which rests the mighty structure of free government and religious toleration. [Applause.] With a perfect knowledge of the responsibilities bending over her, inspired by the past, thoroughly impressed with the great events of the present, and profoundly hopeful of the future, the great commercial metropolis, representing a million of men, and the commercial energy of the Western hemisphere, through her regularly constituted municipal authorities, here in august presence of the people, this day makes known to the whole civilized world her continued and unfaltering devotion to constitutional, representative government, and her thorough determination to share whatever fate Providence has in store for those who, *forgetting all sordid and personal considerations, planting themselves on the rock of the constitution, never mean to abandon the Government, until after quelling treason at home, they will, as in times past, again present themselves as a great nation, capable of commanding and enforcing respect, wherever language is spoken, among all the tribes and races of men in every quarter of the habitable globe.* [Applause.]

INDIAN PRESS.

THE GODAVERY.

(From the Englishman, August 20.)

THE intrinsic value of a paper which we proceed to lay before our readers will be our warrant to them, and our excuse to its author, for publishing what was evidently not intended by him for such a mode of publication. We had heard of an excellent paper by Colonel Bruce on a subject just now of high interest to the public, and having obtained a copy, we shall, as we believe, forward the public interests, and do only justice to the writer, by publishing it on our own responsibility: asking our readers to observe, however, that the opinions expressed in it are merely those of the observant traveller, not those of an official reporting to or on behalf of his government.

Colonel Bruce's Memorandum on the Godavery, then, which will be found in another column, furnishes, beyond all question, the first plain and practical view which we have as yet seen of the Godavery Works now in progress, and the results which may be reasonably expected to follow from their completion. The enthusiastic exaggerations of Sir Arthur Cotton certainly drew public attention, in the first instance, to the importance of the undertaking, but at the same time excited doubt and suspicion from the statistical recklessness which characterized his calculations; whilst the hydraulic achievements of his brother on the Kistna were not calculated to impress capitalists in general with any exalted notion of the engineering genius of the Cottonian tribe; still it was plain that Colonel Cotton had apprehended an idea of importance, which, if restricted within certain plain and practical limits, could not fail to achieve great things in the Deccan. This idea is irrigation and water communication. In the first, we have every faith, but upon the question of water communication in the interior, we are, to some extent sceptical, or, at any rate, consider that we should feel our way by experiment, rather than rush blindly into speculative expenditure which, by the unnecessary exhaustion of capital, may render the whole scheme a failure. This view we shall be able to illustrate fully by a consideration of the Godavery Works for opening up a water communication between the great cotton districts of the Central Provinces and the Bay of Bengal; leaving for the present the question of irrigation in abeyance.

Forty years ago, the production of cotton in the Central Provinces was double what it is now; and at that time it found an outlet by an eastern route *viâ* Raepore and the Mahanuddy river to Juggernaut and Masulipatam. But at that period native administration was fast losing its vitality. The Maharatta confederacy was broken up; the energy of the house of Bhonsla was dying out; and the political transactions between the British Resident and the debauched Court were, for many years, considered to be of more importance than the advancement of the material prosperity of the people. The road *viâ* Raepore fell out of repair, and is now almost impassable, its course being only marked by the old masonary bridges standing above swamps and ravines. In the present day the cotton is either carried overlands to Mirzapore, or westward to Bombay; the carriage of a cart-load of ten bales to Mirzapore costing about Rs. 45, and the carriage of a similar load to Bombay costing Rs. 60. In other words, a bale of cotton is carried to Mirzapore for four rupees and half, and to Bombay for six rupees.

A glance at the map of India will, however, indicate that some of the Godavery flows through the cotton districts south of Nagpore, and thus seem to establish an unbroken river communication with the Bay of Bengal. The river Wurna takes its rise to the west or north west of Nagpore, and subsequently forms a junction with the Wurda about 18 miles to the north of the great cotton mart of Hingunghat. The united streams flow on under the name of Wurda, until they receive the water of the Pyne Gunga; after which the river takes the name of Penheta, and continues its course until it falls into the great Godavery river.

Two great errors have been committed in the Godavery Works. In the first place, too much attention has been paid to the navigation of the Wurda and Penheta, which, from want of water and other causes, is of a most precarious and doubtful kind. The second fault excites surprise and indignation. For six years the works on the Godavery have been more or less in progress, but very few water guages have been kept, and no regular registration of the height of the water. Had Sir Arthur Cotton been called upon for a report upon this subject, he would no doubt have furnished the most exact statistics of the average rise of the water on any day of the year, at any given point throughout the whole line of route; but, like his other calculations of the average expense of carriage per lb. by canal, as compared with the railway, they would all have been based upon guess-work, and would therefore be equally open to the charge of inconsistency and exaggeration.

The principle laid down by Colonel Bruce, and in which we thoroughly agree, is this:—That instead of beginning with improving the navigation along the Wurda and Penheta, we ought first to open a direct communication along the Godavery. Starting from the sea, we have a water route of more than two hundred miles, with only one barrier of fifteen miles in length, which might be easily removed by a canal. At the end of this two hundred miles, we find ourselves at the foot of a second barrier eighteen miles long, but by overcoming this difficulty we get a further unbroken water line of eighty-five miles. Here then we have three hundred and twenty-five miles of route with only two barriers, amounting, in the aggregate to only thirty three miles; and here Colonel Bruce considers should be the limit to present operations. Beyond this point we arrive at a barrier of thirty miles, and beyond this third barrier, there is 90 miles of such shallow water communication only that, at the end of June, the steam could not, without frequent dragging, carry a raft drawing only twelve inches. It was folly to expect that for the sake of this ninety miles of doubtful navigation, the merchant would run the risk of having his cotton detained a couple of months or so for want of water, as well as the certainty of having his cotton relanded and carried 30 miles in carts past the third barrier. We think, therefore, that the commercial world would concur with Colonel Bruce in urging that for the present, the foot of the third barrier should be the limit of operations; but that every effort should be made to open feeders between the Godavery and the principal cotton marts in the Central Provinces. To gain three hundred and twenty-five miles of water communication, the trader will not mind carrying his cotton some distance by road; though, as already indicated, we would strongly object to having it transhipped for such a doubtful advantage as the route along the Wurda and Penheta. Moreover, we are told that the cotton is ready for export by March, and that the great rush is to get carried off to Mirzapore or Bombay before the commencement of the rains; whereas, the cotton cannot move a foot; the Wurda until after the commencement of the rains, and at the end of June there was scarcely enough water to float a canoe. How far this objection applies to the Godavery does not appear. We also notice that Colonel Bruce would purpose to transfer the Godavery waters from the Madras Government to the Chief Commissionership of the Central Provinces. This is a subject upon which we may probably have something to say in a future paper.

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